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THE PORTS OF PORT ARTHUR, BEAUMONT, AND ORANGE, TEXAS

Port Series No. 22
Revised 1969

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PORT SERIES No. 22
(REVISED 1969)

THE PORTS OF PORT ARTHUR, BEAUMONT, AND ORANGE, TEXAS

PART 2

PREPARED BY
THE BOARD OF ENGINEERS FOR RIVERS AND HARBORS

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C O N T E N T S

	PORT ARTHUR, TEXAS (page)	BEAUMONT, TEXAS (page)	ORANGE, TEXAS (page)
PORT AND HARBOR CONDITIONS:			
Location and General Description	1	49	95
Harbor and Channel Improvements by the United States	2	49	95
Anchorages	4	49	96
Bridges	6	50	96
Weather Conditions	6	51	96
PORT AND HARBOR FACILITIES:			
Piers, Wharves, and Docks	11	55	98
Oil Handling and Oil Bunkering	33	79	112
Grain Elevators	35	81	-
Warehouses	36	82	113
Open Storage	36	82	113
Floating Equipment	36	82	113
Marine Repair Plants	37	83	114
Drydocks, Marine Railways, and Vertical Boat Lift	38	83	116
Hoisting Facilities - Ashore and Afloat	38	84	116
Rail Lines	40	86	117
ILLUSTRATIONS AND MAPS:			
Selected Views of Waterfront Facilities	9 - 10	53 - 54	97
Port Facilities Map	47A	93A	121A
INDEX OF PIERS, WHARVES, AND DOCKS	45	91	120

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LIST OF CURRENT REPORTS

NO.	PORT SERIES - Part 2	G.P.O. SALES PRICE
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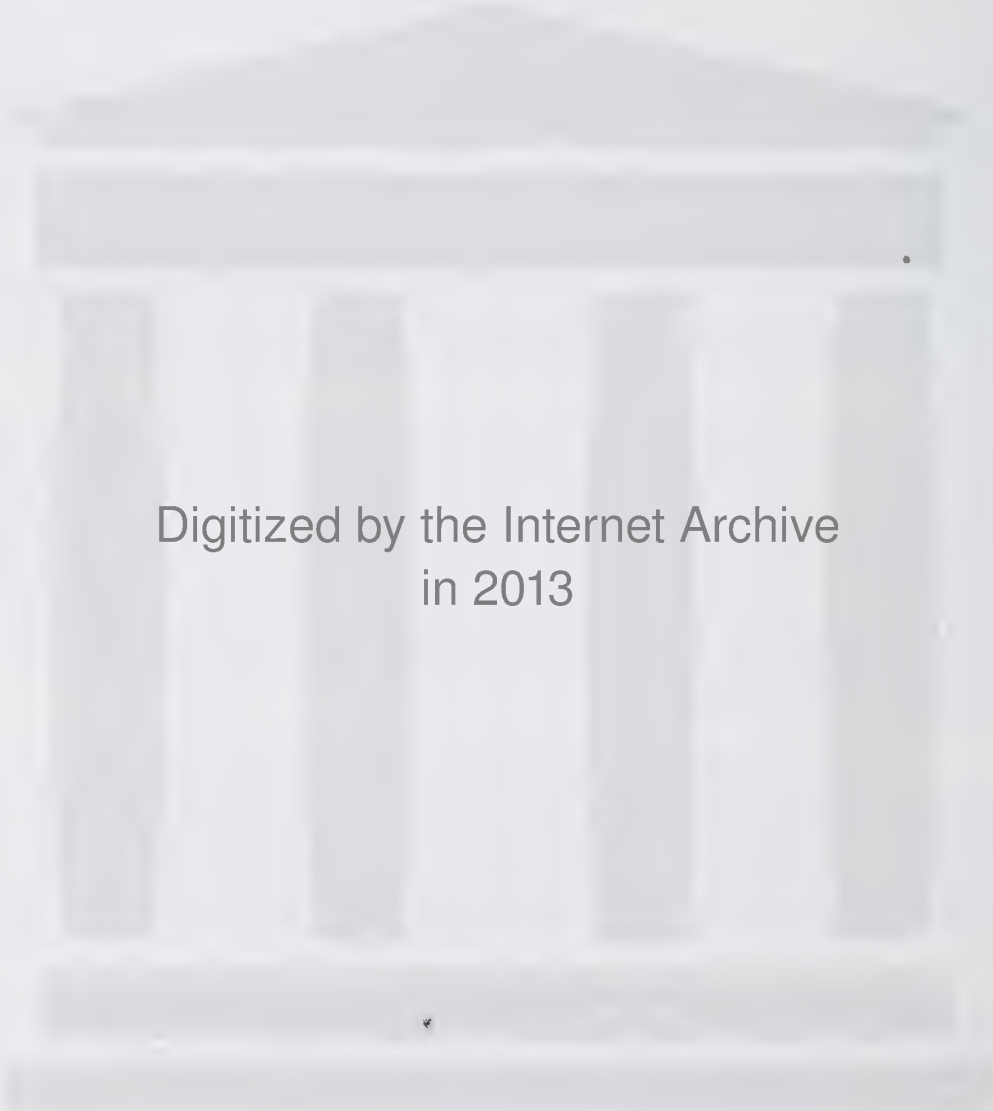
I N T R O D U C T I O N

This report on the ports of Port Arthur, Beaumont, and Orange, Texas, is published as No. 22 of the Port Series. It supersedes, in part, Volume 2 of a similar report revised in 1959. The reports in the Port Series cover the principal United States Coastal and Great Lakes ports, and are compiled and published by the Corps of Engineers, U. S. Army, and by the Maritime Administration, U. S. Department of Commerce, under authority of Section 8 of the Merchant Marine Act of 1920.

In accordance with the agreement for cooperation between the two agencies, the information on Port and Harbor Conditions and Port and Harbor Facilities is prepared and published as Part 2 of the Series by the Port Facilities Division, Board of Engineers for Rivers and Harbors. Information on Port Administration and Federal Services, Port and Intermodal Systems, Maritime Administration, U. S. Department of Commerce.

Acknowledgement is made of the valuable assistance given by the District Engineer, U. S. Army Engineer District, Galveston, Texas; facility operators, port organizations, shipping and transportation companies; and city officials in the work of compiling data for this report.

Unless otherwise stated, the information contained in this report was current in May 1969. Additional revised data have been included through December 1969.



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THE PORT OF PORT ARTHUR, TEXAS

PORT AND HARBOR CONDITIONS

LOCATION AND GENERAL DESCRIPTION

The port of Port Arthur is on the westerly side of Sabine Lake at the junction of Taylors Bayou and the upper end of Port Arthur Canal. The port is about 17 nautical miles above the Sabine Pass entrance from the Gulf of Mexico, 82 nautical miles east of Galveston, Texas, and, by way of the Southwest Pass, Mississippi River, 430 nautical miles west of New Orleans, Louisiana. The towns of Sabine and Sabine Pass are on the southwest side of the Pass, about 5.0 and 6.5 nautical miles, respectively, above the Gulf entrance.

The Sabine-Neches Waterway affords deepwater navigation to the ports of Port Arthur, Beaumont, and Orange, in the southeastern part of the State of Texas. This waterway extends from deep water in the Gulf of Mexico northward through a jettied entrance channel, the Sabine Pass, and Port Arthur Canal to Port Arthur; the waterway then extends through the Sabine-Neches Canal to the mouths of the Neches and Sabine Rivers, thence up the Neches River to the port of Beaumont, and up the Sabine River to the port of Orange.

Sabine Pass connects Sabine Lake with the Gulf of Mexico. The Port Arthur and Sabine-Neches Canals are dredged channels separated by a narrow strip of land from the western shore of Sabine Lake. The Sabine Pass, Lake, and River together form part of the boundary between the States of Texas and Louisiana.

The waterfront facilities at Port Arthur are along the sides of the Port Arthur East and West Turning Basins; Slips Nos. 1, 2, and 3; the Taylors Bayou Turning Basin; the Sabine-Neches Canal; and along the southwest side of the Sabine Pass. The principal waterborne commodities handled at the port are crude petroleum, petroleum products, and chemicals.

The Gulf Intracoastal Waterway, which extends from Apalachee Bay, Florida, to Brownsville, Texas, connects from the east with the Sabine River at a point about 3 miles below Orange. This waterway then follows the Sabine River and Sabine-Neches Canal to the head of the Port Arthur Canal. The water section to the east provides a connection with the Calcasieu River through the Lake Charles Deep Water Channel and Choupique Cut-off, and westward to Galveston Bay.

HARBOR AND CHANNEL IMPROVEMENTS BY THE UNITED STATES

The existing project covering the Sabine-Neches Waterway, a consolidation of the old improvements of "Harbor at Sabine Pass and Port Arthur Canal" and "Sabine-Neches Canal, including Sabine River to Orange and Neches River to Beaumont, Texas," was authorized by the River and Harbor Act of 25 July 1912, and modified by subsequent acts, the latest of which is dated 23 October 1962. The depths and dimensions authorized by the existing Federal project in various channels and basins comprising the Sabine-Neches Waterway are shown in the following table. All depths refer to the plane of mean low tide.

SECTION OF WATERWAY	AUTHORIZED PROJECT DIMENSIONS IN FEET		
	DEPTH (MLT)	BOTTOM WIDTH	LENGTH OF SECTION
Sabine Bank Channel.....	42	800	77,800
Sabine Pass Outer Bar Channel.	42	800	18,000
Sabine Pass Jetty Channel.....	40	800-500	21,488
Sabine Pass Anchorage Basin...	40	1,500	3,000
Sabine Pass Channel.....	40	500	29,624
Port Arthur Canal.....	40	500	32,578
Entrance to Port Arthur Turning Basins.....	40	200-665	1,500
Port Arthur East Turning Basin	40	420	1,765
Port Arthur West Turning Basin	40	600	1,610
Channel connecting Port Arthur West Turning Basin and Taylors Bayou Turning Basin.	40	200-250	3,020

SECTION OF WATERWAY	AUTHORIZED PROJECT DIMENSIONS IN FEET		
	DEPTH (MLT)	BOTTOM WIDTH	LENGTH OF SECTION
Taylors Bayou Turning Basin....	40	150-1,000	3,470
Sabine-Neches Canal, Port Arthur Canal to Neches River.	40	400	59,369
Neches River, mouth to maneuvering area at Beaumont Turning Basin.....	40	400	96,647
Neches River, turning point vicinity mile 31.3.....	40	1,000 dia.	700
Neches River, turning point vicinity mile 37.2.....	40	1,000 dia.	-
Neches River, turning point vicinity mile 41.....	40	1,000 dia.	-
Neches River, channel extension, vicinity mile 41.....	36	350	1,200
Maneuvering Area at Beaumont Turning Basin.....	40	Irregular.	1,204
Beaumont Turning Basin.....	34	500	1,500
Beaumont Turning Basin extension.....	34	350	2,132
Beaumont Turning Basin extension to end of project channel, vicinity Bethlehem Steel Co.....	30	200	3,864
Sabine-Neches Canal, Neches River to Sabine River.....	30	200	23,000
Sabine River, mouth to foot of Green Avenue.....	30	200	49,938
Orange Turning Basin.....	30	Irregular.	1,550
Orange Municipal Slip.....	30	200	2,435
Old Channel around Harbor Island.....	25	150-200	12,634
Channel to Echo.....	12	125	24,578
Adams Bayou.....	12	100	8,900
Cow Bayou.....	13	100	37,000*
Orangefield Turning Basin.....	13	300	500

*Upper 0.7 mile is in inactive category.

In addition to the foregoing improvements, the existing project also provides for two stone jetties at Sabine Pass entrance from the Gulf, the western jetty to be 21,905 feet long and eastern jetty, 25,310 feet long. The project further provides for removal of the guard lock in Sabine-Neches Canal; construction of suitable permanent protective works along Sabine Lake frontage owned by the city of Port Arthur to prevent dredged material from entering Sabine Lake and to prevent erosion of deposited material; reconstruction of Port Arthur Bridge; and relocation of the Port Arthur field office.

Under ordinary conditions, mean tidal range at Sabine Pass entrance is about 1.5 feet, at Port Arthur about 1.0 foot, and at Orange and Beaumont about 0.5 foot. During the winter season, northerly winds have depressed the water surface as much as 3.4 feet below mean low tide, while tropical disturbances have raised the surface as much as 8 feet.

The controlling depths at mean low tide in the various channels and basins of the Sabine-Neches Waterway and dates of surveys are shown in the tabulation on the following page.

ANCHORAGES

Large vessels may anchor in the Gulf of Mexico in the Sabine Fairway Anchorage, east of the Sabine Pass Safety Fairway. Small vessels can obtain excellent anchorage with good holding ground 7 to 8 miles westward of the entrance jetties, as close inshore as drafts will permit.

A Federally designated anchorage basin has been established in Sabine Pass, opposite the town of Sabine Pass. This trapezoidal-shaped basin is 1,500 feet wide and varies from 5,800 to 3,000 feet in length, with the long side adjacent to the northeasterly edge of the Sabine Pass Channel. Except when stress of weather or adverse tides or currents make sailing impractical or hazardous, vessels may not anchor in this area longer than 48 hours unless expressly authorized by the Captain of the Port.

CONTROLLING DEPTHS IN CHANNELS AND BASINS
(IN FEET, AT MEAN LOW TIDE)

NAME OF CHANNEL	DATE OF SURVEY	DREDGED DIMENSIONS		LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER
		WIDTH (FEET)	LENGTH (MILES)				
Sabine Pass:							
Sea Bar Channel	5-70	800	37	39	40	40	40
Jetty Channel	5-70	800-500	37-36	38	40	40	30
Pass Channel	11-69	500-1,150	40	23	31	37(1)	39
Anchorage Basin	4-69	1,500	40	34	24	23	22
Port Arthur Canal	4-69	500	40	40	40	40	38
Junction-Port Arthur Canal and Sabine-Neches Canal	3-70	400-1,200	36	36	39	39	31
Port Arthur East Turning Basin	12-69	420	36	40	40	40	40
Port Arthur West Turning Basin	12-69	600	36	40	40	40	40
Channel from Port Arthur West Turning Basin to Taylors Bayou Turning Basin	12-69	200-250	36	40	40		40
Taylors Bayou Turning Basin	12-69	150-1,000	36	40	40	40	40
Sabine-Neches Canal:							
Junction with Port Arthur Canal to Neches River	1-70	400	11.07	37	37(2)	37(2)	38
Neches River to Sabine River	8-70	200	4.51	30	32(4)		30
Neches River Channel:							
Mouth to Smith Bluff Cut-off	8-70	350(3)	9.58	39	39(4)		39
Turning Basin at Deer Bayou	8-70	600	0.13-0.28	43	43	43	43
Smiths Bluff Cut-off to Beaumont Turning Basin	4-69	350	9.24	32	39(4)		28
Beaumont Turning Basin	5-69	400-535	0.28	24	30	33	32
Beaumont Turning Basin Extension	4-69	350	0.66	36	34(4)		32
Beaumont Turning Basin Extension to vicinity of Bethlehem Shipyards	4-69	200	0.73	30	31(4)		25
Sabine River Channel:							
Mouth to Orange Municipal Slip	8-70	200	7.59	29	29(4)		28
Orange Municipal Slip	8-70	200	0.57	30	30(4)		30
Orange Municipal Slip to Old U. S. Highway 90 Bridge Site	8-70	200	2.56	28	30(4)		29
Channel around Orange Harbor Island	5-69	150-200	1.89	20	22(4)		20

(1) 40-foot depth available over a 250-foot width located right of centerline.
(2) 40-foot depth available along centerline of channel.
(3) Lower 24,000 feet dredged to 40 feet by 400 feet.
(4) Centerline.

BRIDGES

Bridges crossing the navigable channels of the Sabine-Neches Waterway are described in the table on the following page.

WEATHER CONDITIONS

Port Arthur's climate is a mixture of tropic and temperate zone conditions. Sea breezes, except on rare occasions, prevent extremely high temperatures in the summer, and the area lies far enough south so that the cold air masses of winter have been moderated in severity, but still provide the stimulating effect of seasonal change.

Average maximum temperatures range from the low 60's in January to the low 90's in July and August. Average minimum temperatures range from the middle 40's in January to the lower 70's in the warmer months. A few miles inland, away from the marked influence of the Gulf of Mexico, the summer maximums are higher, and the winter minimums are lower than on the coast.

Lightest precipitation usually occurs in March and October. Cloudy and rainy weather is most common in the winter. Heavy rainfall in summer occurs in thunderstorms of short duration and as a result of infrequent tropical storms. Snow or sleet seldom occur, and no hail of any importance has ever been recorded. The greatest snowfall in any one storm was only 4.4 inches.

The information on page 8 was compiled from records of the National Weather Service Station in Port Arthur, Texas, and furnished by the Environmental Data Service, National Oceanic and Atmospheric Administration, U. S. Department of Commerce, for use in this report.

LIST OF BRIDGES

STATUTE MILES ABOVE MOUTH	LOCATION AND NAME	TYPE	CHANNEL SPANS		PURPOSE FOR WHICH USED
			HORIZONTAL CLEARANCE (FEET)	VERTICAL CLEARANCE MHW (FEET)	
	Sabine-Neches Canal				
1.8(1)	Foley Avenue Bridge	Fixed.	664	138	Highway.
	Neches River				
1.5	Rainbow Bridge (State Highway No. 87)	Fixed.	600	172	Highway.
19.5	Kansas City Southern Railway Bridge	Vertical lift.	200	11(2) 145(3)	Railroad.
	Cow Bayou				
2.9	Round Bunch Road Bridge	Swing.	61	8(4)	Highway.
4.5	State Highway No. 87	Swing.	53	8(4)	Highway.
7.2(5)	Texas FM Highway No. 105	Swing.	49	3(4)	Highway.

(1) Miles above entrance to Port Arthur West Turning Basin.
(2) Down position.
(3) Up position.
(4) Closed position.
(5) Upstream limit of completed portion of channel project.

METEOROLOGICAL DATA FOR PERIOD OF RECORD

TIME	NORMAL DAILY TEMPERATURE F.°		NORMAL TOTAL PRECIPITATION (INCHES)	PREVAILING DIRECTION OF WIND	HEAVY FOG (DAYS)
	MAXIMUM	MINIMUM			
Number of Years	29	29	29	10	16
January.....	63.5	43.7	4.23	N	8
February.....	65.8	46.2	4.45	S	6
March.....	71.3	50.8	3.44	S	6
April.....	78.0	58.3	3.94	S	3
May.....	83.8	65.6	4.94	S	1
June.....	89.6	71.5	4.29	S	*
July.....	91.0	72.7	6.00	S	*
August.....	91.2	73.2	5.49	S	*
September.....	88.4	68.0	4.88	NE	1
October.....	81.7	58.8	2.88	N	3
November.....	70.7	48.6	3.46	N	6
December.....	64.9	44.6	5.09	N	7
Year	78.3	58.5	53.09	S	41

*Less than one-half day.

Sabine Offshore Service Wharf
(P.W.D. Ref. No. 8).

Gulf Oil Co.-U. S. Wharf, Berth Nos. 1-6
(P.W.D. Ref. No. 23).

Great Lakes Carbon Corp. Wharf
(P.W.D. Ref. No. 26).

Hydrocarbon Products Co. Wharf
(P.W.D. Ref. No. 27).

Kansas City Southern Railway Co.,
South Grain Wharf
(P.W.D. Ref. No. 31).

Kansas City Southern Railway Co.,
Grain Shipping Wharf
(P.W.D. Ref. No. 32).

Gulfport Shipbuilding Corp., North Wharf, Berths Nos. 1 and 2 and North Slip and Pier (P.W.D. Ref. Nos. 42 and 43).

Port of Greater Port Arthur, Public Ocean Terminal Wharf (P.W.D. Ref. No. 44).

Rear of transit shed on Public Ocean Terminal Wharf (P.W.D. Ref. No. 44).

Burton Shipyard, Inc., South Wharf, Slip, and Marine Railway Pier (P.W.D. Ref. Nos. 50, 51, and 52).

PORT AND HARBOR FACILITIES

PIERS, WHARVES, AND DOCKS

Fifty-seven piers, wharves, and docks are described in this report for the port of Port Arthur, Texas. Ten of these facilities are on the west side of the Sabine Pass Channel between Texas Point and the town of Sabine Pass; 28 are above the upper end of the Port Arthur Canal along the sides of the entrance to the Port Arthur East and West Turning Basins, Slips Nos. 1 and 2, and the Taylors Bayou Turning Basin; 17, on the Sabine-Neches Canal; and 2, on the west side of the Neches River, near its mouth.

The Port of Port Arthur Navigation District of Jefferson County, Texas, owns and operates the Port of Greater Port Arthur, Public Ocean Terminal Wharf (P.W.D. Ref. No. 44) for handling general and containerized cargoes in foreign and domestic trades. This wharf is of concrete construction and provides 1,200 feet of berthing space with a water depth of 36 feet alongside at mean low tide (MLT). A transit shed on the south portion of the wharf has 81,260 square feet of space, and an open storage area on the north portion provides for 82,000 square feet of space. Three surface tracks are on the wharf apron, and 2 platform-level tracks extend along the rear of the transit shed and open storage area; these tracks join with a 140-car capacity storage yard in rear of the wharf and connect with the Kansas City Southern Railway. The wharf has a 75-ton, electric, traveling, full-portal, gantry crane, which straddles 2 of the 3 rail tracks on the apron.

Each of the 57 waterfront facilities is described under a reference number in the table of Piers, Wharves, and Docks beginning on page 13. These reference numbers designate the facility locations on the accompanying Port Facilities Map on page 47A.

The following list summarizes the piers, wharves, and docks at the port by primary purpose for which used or type of service offered:

PURPOSE FOR WHICH USED	NO.
Cargo handling:	
Caustic soda and brine	1
Coal	1
Coke	3
Drilling mud, chemicals, pipe, and other materials and supplies for offshore oil well operations	2
Fish and fish oil	1
General and containerized cargoes in foreign and domestic trades	1
Grain and soybean meal	3(1)
Petroleum products, crude oil, petrochemicals, and liquefied petroleum gas	14(2)
Seafood	3(3)
Shell, stone, sand, and granite block	3
Steel	2
Marine services and repairs:	
Mooring	10
Mooring in connection with marine repair and outfitting; and gas-freeing and cleaning tank barges	12
Not used at time of survey	1
TOTAL	57

(1) One also is equipped with pipelines for bunkering vessels.
(2) Two are used for fueling towboats.
(3) Two also are used for icing and fueling fishing boats.

Waterfront facilities in the port area used exclusively by recreational craft are not included in this report.

PIERS, WHARVES, AND DOCKS

Corps of Engineers Dock Code No. 80020 Sabine Pass Harbor, Texas

REFERENCE NUMBER ON MAP	1 Dock Code No. 996			2 Dock Code No. 913			3 Dock Code No. 964		
NAME	Sabine Pilots Wharf			Channel Shrimp Co Wharf			Sabine Development Co Slip		
LOCATION ON WATERFRONT	Texas Point, west side of Sabine Pass Jetty Channal, mile 3 3, above outar and of jatties			West side of Sabine Pass Chennel, mile 4.7, above outer and of jetties			Sabine, west side of Sabine Pass Channel, mile 5 9, above outer end of jattias.		
OWNED BY	Sabine Pilots			Mrs. Ruby L Mobley.			Sabine Davalopment Co.		
OPERATED BY	do.			Channal Shrimp Co.			Sabine Seafoods, and Sabine Ice & Fuel Co.		
PURPOSE FOR WHICH USED	Mooring pilot boats.			Racaipt of saafood; mooring and fueling fishing boats.			Receipt of seafood; mooring, fualing, and icing fishing boats.		
TYPE OF CONSTRUCTION	Timber pila, timber-dackad, offshora wharf with 100-foot timber approach extanding ovar top of jatty from shore in raar; 4 timbar mooring dolphins in lina with faca.			Wharf formed by steel sheat pile retaining walls with concrata-surfacad solid fill; additional berthing availabla along face and sidas of 50- by 30-foot, timber pile, timber-decked, offshore wharf 40 feet above and parallel to upper side (See Remarks).			Slip formed by natural bank fronted on lower sida by one 30- by 15-foot and one 18- by 18-foot timber wharf, and by timbar walkway with timber mooring piles; upper sida by one 24- by 35-foot and one 42- by 38-foot timber wharf and timbar walkway with timber mooring (Continued under Remarks)		
DESCRIPTION	Face	Lowar sida	Upper sida	Face	Lowar side	Upper side	Haad of slip	Lower sida	Upper side
Dimensions (Feet)	20	10	10	80	170	170	200	820	820
Depth Alongside at MLT Do.	10	-	-	20	20-8	20-8	16	16	16
Usable Berthing Space Do.	60 w/dolphs	-	-	80	100	100	395 atpiers.	760 w/piles	276 w/piles
Width of Apron Do.	Open.			Open.			Open.	Open.	Open.
Height of Deck Above MLT Do.	8			4			7	7	7
Load Capacity per Sq.Ft. (Lbs.)	-			-			-		
Lighted or Unlighted	Partly lighted.			Partly lighted.			Partly lighted.		
TRANSIT SHEDS	None.			None.			None.		
Number and Type of Construction									
Length and Width (Feet)									
Height Inside Do.									
Floor Area for Cargo (Sq.Ft.)									
Load Capacity per Sq.Ft. (Lbs.)									
Cargo Doors									
MECHANICAL HANDLING FACILITIES	None.			One electric hoist with bucket at face of wharf for unloading fish; one electric belt conveyor extends from receiving hopper to fish-processing plant at rear.			Sabine Seafoods: Two electric belt conveyors on upper side of slip for handling fish. Sabine Ice & Fuel Co.: One electric ice-crushing machine with blower and 5-inch hose for icing fishing boats on lower side of slip.		
RAILWAY CONNECTIONS	None.			None.			None.		
HIGHWAY CONNECTIONS	Via County Road (access and approach), asphalt and shell, 10 feet wide.			Via driveway (access), shell, 20 feet wide, from County Road (marginal), asphalt, 18 feet wide.			Via First Avenue (marginal), asphalt, 20 feet wide.		
WATER SUPPLY (Available to Vessels)	None.			Through small line with hose connection.			Through 3/4-inch line with hose connection.		
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle; A.C., 220 volts, 3-phase, 60-cycle.			A.C., 110 volts, single-phase, 60-cycle.			A.C., 110 volts, single-phase, 60-cycle.		
FIRE PROTECTION (Other than City)	Hand extinguishers.			Hand extinguishers.			Hand extinguishers.		
REMARKS	Wharf extends approximately 40 feet outward from face of jetty. Ground at rear of wharf owned by State of Texas.			Rear of upper 50- by 30-foot wharf connected to upper side of main wharf by 40- by 4-foot timber walkway and to shore by 100- by 3-foot timber walkway. One 60- by 8-foot and one 30- by 5-foot timber mooring piers; spaced 30 feet apart, extend at right angle from lower side of main wharf; small-boat launching ramp at head of slip between piers. Metered pumps on wharf with one 2-inch pipeline extending from 2 steel, diesel fuel storage tanks in rear, total capacity 390 barrels, and one 1½-inch pipeline extending from one 24-barrel, steel, gasoline storage tank.			piles; head of slip: fronted by 5 timber mooring piers extending from timber walkway; piers are approximately 50 feet long. One metered pump on lower side of slip with 2-inch pipeline extending from 2 steel, diesel fuel storage tanks, total capacity 333 barrels.		

PIERS, WHARVES, AND DOCKS

West side, Sabine Pass Channel, Sabine

Corps of Engineers Port Code No. 60020 Sabine Pass Harbor, Texas

REFERENCE NUMBER ON MAP	4 Dock Code No. 950			5 Dock Code No. 948			6 Dock Code No. 946		
NAME	Rosen Slip.			Texas Menhaden Co. Slip.			Texas Menhaden Co., Mooring Wharf.		
LOCATION ON WATERFRONT	Mile 5.95 above outer end of jetties.			Mile 6.2 above outer end of jetties.			Mile 6.3 above outer end of jetties.		
OWNED BY	R & S Co.			Texas Menhaden Co.			Texas Menhaden Co.		
OPERATED BY	Marine Mud Co., Inc.; Port Iron & Supply Co., Inc.; Brown & Root, Inc.			do.			do.		
PURPOSE FOR WHICH USED	Shipment of drilling mud, bagged chemicals, pipe, diesel fuel, and other materials and supplies for offshore oil well operation; mooring vessels for shipbreaking.			Mooring, repairing, and fueling company-owned fishing vessels.			Mooring company-owned fishing vessels.		
TYPE OF CONSTRUCTION	Slip formed partly by timber bulkhead with solid fill and part by natural bank; upper side fronted by: 50- by 16-foot timber wharf; 20- by 16-foot timber crane platform; timber walkways with timber mooring piles; and 110- by 30-foot steel barge.			Slip at angle to channel formed by part steel and part timber sheet pile bulkhead with solid fill; part of lower side fronted by timber pile, timber-decked extension; upper side and head of slip fronted by timber walkways and piles.			Timber pile, offshore wharf with 488- by 12-foot, timber pile approach to upper end; one-foot wide timber walkway along each side of approach and along face and rear of wharf.		
DESCRIPTION	Head of slip	Lower side	Upper side	Head of slip	Lower side	Upper side	Face	Lower side	Upper side
Dimensions (Feet)	190	600	600	190	160+370	180	200	12	12
Depth Alongside at MLT Do.	-	-	16-2	3	8-3	8-3	22	22	22
Usable Berthing Space Do.	-	See Remarks	590 w/barge,	190	160+370	180	200	-	-
Width of Apron Do.	Open.		wharf, and	Open.			Open.		
Height of Deck Above MLT Do.	7		walkway.	8			5		
Load Capacity per Sq.Ft. (Lbs.)	-			-			-		
Lighted or Unlighted	Partly lighted.			Lighted.			Lighted.		
TRANSIT SHEDS	None.			None.			None.		
Number and Type of Construction									
Length and Width (Feet)									
Height Inside Do.									
Floor Area for Cargo (Sq.Ft.)									
Load Capacity per Sq.Ft. (Lbs.)									
Cargo Doors									
MECHANICAL HANDLING FACILITIES	Marine Mud Co., Inc.: One 35-ton, diesel, crawler crane with 50-foot boom and one 1-ton, gasoline, fork lift truck.			One 5-ton, diesel, stiff-leg derrick on lower side of slip with 40-foot boom mounted on bull wheel and one 20-ton, diesel, crawler crane with 60-foot boom.			None.		
RAILWAY CONNECTIONS	None.			None.			None.		
HIGHWAY CONNECTIONS	Via First Avenue (marginal), asphalt, 20 feet wide.			Same as Ref. No. 4.			Same as Ref. No. 4.		
WATER SUPPLY (Available to Vessels)	Through 3/4-inch line with hose connections.			Through 2-inch line with 1½-inch hose connection.			None.		
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle.			A.C., 110 volts, single-phase, 60-cycle; A.C., 220/440 volts, 3-phase, 60-cycle.			None.		
FIRE PROTECTION (Other than City)	Hand extinguishers.			Water line, hose, hand extinguishers, and watchmen.			None.		
REMARKS	Port Iron & Supply Co., Inc., uses lower side of slip for shipbreaking. Marine Mud Co., Inc.: Five portable drilling mud storage tanks, total capacity 246 tons, equipped with pump and 2-inch loading hose; and two 2-inch pipelines extend to wharf from 3 steel, diesel fuel storage tanks, total capacity 715 barrels. Brown & Root, Inc., uses 110- by 30-foot barge at inner end of upper side of slip for shipment of pipe, materials, and supplies.			Outer portion of upper side of slip has no deck. Repair shops located in rear. One 2-inch pipeline extends to slip from 4 steel, diesel fuel storage tanks in rear, total capacity 1,140 barrels.			Additional 188 feet of berthing space available along rear of face with 22-foot depth of water; and 400 feet along outer portion of each side of approach with depths of water ranging from 22 to 2 feet.		

PIERS, WHARVES, AND DOCKS

West side Sabine Pass Channel

Corps of Engineers Index Code No. 60070 Sabine Pass Harbor, Texas

REFERENCE NUMBER ON MAP	7 Index Code No. 941	8 Index Code No. 946	9 Index Code No. 949
NAME	U. S. Coast Guard Wharf	Sabine Offshore Service Wharf	Texas Mercander C... Wharf
LOCATION ON WATERFRONT	Mile 6.6 above outer end of jetties	Mile 6.4 above outer end of jetties	Adjacent to lower side of Kirkwood Dowling Log Park, mile 6.8, above outer end of jetties
OWNED BY	U. S. Government.	Mobil Oil Corp	Texas Mercander C...
OPERATED BY	U. S. Coast Guard	Sabine Offshore Service, Inc.	d...
PURPOSE FOR WHICH USED	Mooring U. S. Coast Guard vessels	Shipment of drilling mud, chemicals, and materials and supplies for offshore oil well operations; fueling various types of small vessels.	Receipt of fish; shipment of fish oil, mooring company-owned fishing vessels.
TYPE OF CONSTRUCTION	Timber pile, timber-decked, offshore wharf with 170- by 24-foot timber approach to upper end, additional 260 feet of berthing space available at rear of face with depths of water ranging from 6 to 4 feet.	Timber pile, timber-decked wharf extending from bulkhead with solid fill.	Timber pile, timber-decked, offshore wharf with 110- by 20-foot timber approach, 80- by 20-foot, timber pile, timber-decked, shore wharf at lower end of and at angle to offshore wharf; face of wharf fronted by timber mooring dolphins.

DESCRIPTION	Face	Lower side	Upper side	Face	Lower side	Upper side	Face	Lower side	Upper side
Dimensions (Feet)	284	24+146	170	320	80	10	400+80	20	20
Depth Alongside at MLT Do.	10-9	6-4	10-3	18	10-5	-	9	-	-
Usable Berthing Space Do.	284	75	100	320	80	-	400+80	-	-
Width of Apron Do.	Open.			Open.			Open.		
Height of Deck Above MLT Do.	8			8			7		
Load Capacity per Sq.Ft. (Lbs.)	350			-			-		
Lighted or Unlighted	Lighted.			Lighted.			Lighted.		
TRANSIT SHEDS	None.			None.			None.		
Number and Type of Construction									
Length and Width (Feet)									
Height Inside Do.									
Floor Area for Cargo (Sq.Ft.)									
Load Capacity per Sq.Ft. (Lbs.)									
Cargo Doors									

MECHANICAL HANDLING FACILITIES	One ½-ton, hand-operated davit.	One 50-ton, diesel, crawler crane with 80-foot boom and one 2-ton, gasoline, fork lift truck.	Fish are pumped from vessels through 10-inch hose to receiving hopper on wharf approach, rate 120 tons per hour; fish-receiving hopper serves 20-inch, electric, belt-conveyor system extending to processing plant in rear. One hand-operated derrick with 20-foot boom for handling hose.
RAILWAY CONNECTIONS	None.	None.	None.
HIGHWAY CONNECTIONS	Via First Avenue (marginal), asphalt, 20 feet wide.	Same as Ref. No. 7.	Via private driveway (access), shell, 20 feet wide, from First Avenue (marginal), asphalt, 20 feet wide.
WATER SUPPLY (Available to Vessels)	Through 2½-inch line with hose connections.	Through 4-inch line with hose connections.	Through 2-inch line with hose connections.
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle; A.C., 220 volts, 3-phase, 60-cycle.	None.	A.C., 220 volts, 3-phase, 60-cycle.
FIRE PROTECTION (Other than City)	Water line, hose, hand extinguishers, and watchmen.	Water line, hydrants, hand extinguishers, and watchmen.	Pumps, water line, hose, hand extinguishers, and watchmen.
REMARKS	Covered slip with 60- by 4-foot timber pile, timber-decked pier with depths of water ranging from 6 to 5 feet located approximately 420 feet south of wharf. One 2-inch pipeline extends to wharf from one 950-barrel, steel, diesel fuel storage tank.	Lower side of wharf forms V-shaped slip with upper side of U.S. Coast Guard Wharf (Ref. No. 7). One 4-inch hose line extends to wharf from 3 steel, horizontal, drilling mud storage tanks, total capacity 150 tons. One 3-inch pipeline extends to wharf from one 415-barrel, steel, diesel fuel storage tank.	One 4-inch pipeline extends to wharf from 2 steel, fish oil storage tanks, total capacity 10,476 barrels.

PIERS, WHARVES, AND DOCKS

Corps of Engineers Port Code No.	60020 Sabine Pass Harbor, Texas			66288 Port Arthur Harbor, Texas					
REFERENCE NUMBER ON MAP	10 Dock Code No. 919			11 Dock Code No. 893			12 Dock Code No. 890		
NAME	Scurlock Oil Co. Wharf.			Gulf Oil Co.-U.S., Barge Loading Wharf.			U.S. Steel Products Division Wharf.		
LOCATION ON WATERFRONT	Sabine Pass, west side of Sabine Pass Channel, mile 8.0, above outer end of jetties.			West side of entrance to Port Arthur East and West Turning Basins.			West side of entrance to Port Arthur East and West Turning Basins.		
OWNED BY	Scurlock Oil Co.			Gulf Oil Co.-U.S., Division of Gulf Oil Corp.			U.S. Steel Corp.		
OPERATED BY	do.			do.			U.S. Steel Products Division.		
PURPOSE FOR WHICH USED	Receipt and shipment of crude oil and petroleum products.			Shipment of crushed coke.			Receipt of steel by barge.		
TYPE OF CONSTRUCTION	Timber pile, timber-decked, offshore wharf with 250- by 4-foot timber pile, steel plate decked approach; fronted by timber mooring dolphins.			Steel sheet pile bulkhead with solid fill, fronted by timber breasting dolphins; 5 rectangular-shaped, timber pile, concrete-capped, breasting dolphins above and below each side in line with face; 450- by 3-foot walkway extends from each side along rear of breasting dolphins.			Concrete-capped, steel sheet pile bulkhead with solid fill.		
DESCRIPTION	Face	Lower side	Upper side	Face	Lower side	Upper side	Face	Lower side	Upper side
Dimensions (Feet)	30	18	18	300	60	60	280	30	30
Depth Alongside at MLT Do.	27	-	-	13	-	-	16	-	-
Usable Berthing Space Do.	300 w/dolphs.	-	-	1,200 w/dolphs.	-	-	280	-	-
Width of Apron Do.	Open.			Open.			Open.		
Height of Dock Above MLT Do.	6			9			10		
Load Capacity per Sq.Ft. (Lbs.)	-			-			-		
Lighted or Unlighted	Lighted.			Lighted.			Lighted.		
TRANSIT SHEDS	None.			None.			None.		
Number and Type of Construction									
Length and Width (Feet)									
Height Inside Do.									
Floor Area for Cargo (Sq.Ft.)									
Load Capacity per Sq.Ft. (Lbs.)									
Cargo Doors									
MECHANICAL HANDLING FACILITIES	One hand-operated, mast-and-boom derrick with two 25-foot booms for handling hose.			One fixed, electric, bulk barge loader with retractable, horizontal boom having 48-foot outboard reach; boom equipped with telescoping loading chute and retractable 24-inch, electric, belt conveyor; loading rate 200 tons per hour. Barge loader is served by 24-inch, electric, elevated, belt-conveyor system extending 800 feet from coke crusher screening plant.			One 15-ton, electric, stiff-leg derrick with 88-foot boom mounted on bull wheel used for unloading bundles of sheet steel to electric, belt-conveyor system extending from plant. One electric winch on wharf for positioning barges.		
RAILWAY CONNECTIONS	None.			Two surface tracks along rear of property, total length 3,000 feet; connect with tracks of Southern Pacific Company.			Two surface tracks adjacent to south side of plant connect with tracks of Southern Pacific Company.		
HIGHWAY CONNECTIONS	Via private entrance from First Avenue (marginal), asphalt, 20 feet wide.			Via private driveway (access), paved, 20-15 feet wide, from State Highway No. 87 (arterial), asphalt, 25 feet wide.			Via private plant entrance, from State Highway No. 87 (arterial), asphalt, 25 feet wide.		
WATER SUPPLY (Available to Vessels)	None.			None.			None.		
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle.			None.			A.C., 110 volts, single-phase, 60-cycle.		
FIRE PROTECTION (Other than City)	Hand extinguishers.			Plant fire department and water line along shore with hose connections.			Hydrants, hose, pumps, and hand extinguishers.		
REMARKS	At time of survey, plans called for the removal of remains of former offshore wharf and approach located along lower side. Three 10-inch pipelines extend to wharf from 12 steel storage tanks, total capacity 636,000 barrels. Tanks are located approximately 1.3 miles inland along both sides of State Highway No. 87.			Petroleum coke is received by rail hopper cars and bottom dumped into under track receiving pit by car shaker at rate of 250 tons per hour. Receiving pit served by 60-inch, electric, belt-conveyor system extending to coke crusher screening plant; coke can be stockpiled at open storage area adjacent to plant by use of electric bulk stacker traveling on a semi-circular, concrete runway, total capacity open storage area 5,000 tons.			Plant at rear specializes in manufacturing steel oil drums and other metal containers.		

PIERS, WHARVES, AND DOCKS

Port Arthur Harbor, Texas

REFERENCE NUMBER ON MAP	11 Dock Code No. 888	14 Dock Code No. 886	15 Dock Code No. 8
NAME	Freeman Terminal Docks	Spence & Howe Construction Co. Pier	Southern Pacific Company Wharf
LOCATION OR WATERFRONT	West side of entrance to Port Arthur West Turning Basin	Southwest side of Port Arthur West Turning Basin	West side of approach channel to Taylors Bayou Turning Basin
OWNED BY	F. C. McEwan	Spence & Howe Construction Co.	Southern Pacific Company.
OPERATED BY	Channel Marine Fuel Co.	do.	Luhr-Midwest Construction Co., Inc.
PURPOSE FOR WHICH USED	Receipt of petroleum products by barge; mooring tank barges, and loading barges for fueling towboats in midstream.	Mooring contractor's floating equipment; handling heavy equipment and construction materials by barge.	Shipment of crushed stone and granite block by barge, mooring barges
TYPE OF CONSTRUCTION	Remains of timber wharf and bulkhead fronted by 2 permanently moored, steel barges spaced 360 feet apart; 20- by 5-foot approach to lower barge; and access to upper barge via ladder from shore bank.	Timber pile, timber-decked pier extending from timber bulkhead with solid fill; timber mooring dolphins in line with face; 50- by 2-foot timber walkway extends from bulkhead to upper mooring dolphins.	400 feet of steel sheet pile bulkhead with solid fill and 300 feet of natural bank.

DESCRIPTION	Lower barge	Upper barge	Face	Lower side	Upper side	Face
Dimensions (Feet)	120 by 30	160 by 35	12	65	65	400+300
Depth Alongside at MLT Do.	10	6	15	15-1	15-1	10
Usable Berthing Space Do.	120	160	160 w/dolphs	-	-	400+300
Width of Apron Do.	Open.	Open.	Open.			Open.
Height of Deck Above MLT Do.	4	6	8			4
Load Capacity per Sq.Ft. (Lbs.)	-		-			-
Lighted or Unlighted	Lighted.		Lighted in rear.			Unlighted.
TRANSIT SHEDS	None.		None.			None.
Number and Type of Construction						
Length and Width (Feet)						
Height Inside Do.						
Floor Area for Cargo (Sq.Ft.)						
Load Capacity per Sq.Ft. (Lbs.)						
Cargo Doors						

MECHANICAL HANDLING FACILITIES	None.	One 7-ton, gasoline, crawler crane with 30-foot boom, usually in use at yard in rear; use of additional cranes as needed.	One 30-inch, electric, inclined, belt-conveyor system for loading crushed rock into barges extends from rail hopper car receiving pit under surface track in rear, loading rate 50 tons per hour; one 35-ton, diesel, crawler crane with 70-foot boom and one 5-cubic yard, diesel, mobile, front-end loader.
RAILWAY CONNECTIONS	None.	Southern Pacific Company surface tracks along rear of property.	Southern Pacific Company: One surface track serves rail hopper car receiving pit in rear.
HIGHWAY CONNECTIONS	Via private driveway (access), shell, 20-16 feet wide, from State Highway No. 87 (arterial), asphalt, 25 feet wide.	Via private driveway (access), gravel, 15 feet wide, from State Highway No. 87 (arterial), asphalt, 25 feet wide.	Via private driveway (access), shell, varied widths, from State Highway No. 87 (arterial), asphalt, 25 feet wide.
WATER SUPPLY (Available to Vessels)	Through 2-inch line with hose connections.	Through 2-inch line with hose connections.	None.
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle.	None.	None.
FIRE PROTECTION (Other than City)	Pumps, water line, hose, and hand extinguishers.	Water line, hose, and hand extinguishers.	None.
REMARKS	Two 6-inch pipelines extend to lower mooring barge from 2 steel storage tanks in rear; total capacity 20,000 barrels.	A 30- by 20-foot, concrete, barge-loading ramp with depths of water ranging from 8 to 10 feet extends from bulkhead below lower side of approach to wharf.	At time of survey, the crushed stone and granite block shipped from wharf were being used for the construction of protective works along Sabine Lake opposite city of Port Arthur.

PIERS, WHARVES, AND DOCKS

West side, Taylors Bayou Turning Basin

Corps of Engineers Port Code No. 66288 Port Arthur Harbor, Texas

REFERENCE NUMBER ON MAP	16 Dock Code No. 872	17 Dock Code No. 871	18 Dock Code No. 868
NAME	Jones & Laughlin Steel Products Wharf.	Coastal Construction Co. Wharf.	Lone Star Cement Corp., Wharf.
LOCATION ON WATERFRONT	Approximately 0.5 mile below railroad bridge of Southern Pacific Company.	Approximately 0.4 mile below railroad bridge of Southern Pacific Company.	Approximately 0.3 mile below railroad bridge of Southern Pacific Company.
OWNED BY	Jones & Laughlin Steel Corp., Container Division.	Gulf Oil Co.-U.S., Division of Gulf Oil Corp.	Gulf Oil Co.-U.S., Division of Gulf Oil Corp.
OPERATED BY	do.	Coastal Construction Co.	Lone Star Cement Corp.
PURPOSE FOR WHICH USED	Receipt of steel by barge.	Mooring contractor's floating equipment; handling heavy equipment and construction materials by barge.	Receipt of shell by barge.
TYPE OF CONSTRUCTION	Timber pile, timber-decked wharf; timber mooring dolphins in line with face.	Steel sheet pile bulkhead with solid fill; 25- by 25-foot, timber crane platform at rear of bulkhead.	Steel sheet pile bulkhead with solid fill; fronted by timber pile, timber-decked, crane platform; row of timber pile mooring dolphins in line with face of platform.

DESCRIPTION	Face	Lower side	Upper side	Face			Face of platform	Lower side	Upper side
Dimensions (Feet)	129	28	28	250			30	20	20
Depth Alongside at MLT Do.	34	-	-	10			15	-	-
Usable Berthing Space Do.	150 w/dolphs.	-	-	250			300 w/dolphs.	-	-
Width of Apron Do.	Open.			Open.			Open.		
Height of Deck Above MLT Do.	6			5			10		
Load Capacity per Sq.Ft. (Lbs.)	-			-			-		
Lighted or Unlighted	Partly lighted.			Partly lighted.			Lighted.		
TRANSIT SHEDS	None.			None.			None.		
Number and Type of Construction									
Length and Width (Feet)									
Height Inside Do.									
Floor Area for Cargo (Sq.Ft.)									
Load Capacity per Sq.Ft. (Lbs.)									
Cargo Doors									

MECHANICAL HANDLING FACILITIES	One 10-ton, gasoline, crawler crane with 36-foot boom and two 4-ton, gasoline, fork lift trucks. Bundles of sheet steel are unloaded from barges by crane and transferred by fork lift trucks at plant at rear.	Mobile cranes available from yard at rear as needed.	One diesel, crawler crane with 65-foot boom and 2-cubic yard bucket; unloading rate 200 cubic yards per hour.
RAILWAY CONNECTIONS	One marginal surface track along rear of wharf connects with tracks of Southern Pacific Company.	One marginal surface track along rear of bulkhead connects with tracks of Southern Pacific Company.	One marginal surface track along rear of bulkhead connects with tracks of Southern Pacific Company.
HIGHWAY CONNECTIONS	Via private entrance from State Highway No. 87 (arterial), asphalt, 25 feet wide.	Via private entrance from State Highway No. 87 (arterial), asphalt, 25 feet wide.	Via private driveway (access), shell, 15 feet wide, from State Highway No. 87 (arterial), asphalt, 25 feet wide.
WATER SUPPLY (Available to Vessels)	None.	Through 2-inch line with hose connections.	None.
ELECTRIC CURRENT (Available to Vessels)	None.	A.C., 110 volts, single-phase, 60-cycle.	None.
FIRE PROTECTION (Other than City)	Pump, hydrant, hose, and watchmen.	Water line, pumps, hose, and hand extinguishers.	Water line with 3/4-inch hose connection and hand extinguishers.
REMARKS	Plant in rear specializes in manufacturing steel oil drums and other metal containers.	Steel bulkhead extends for a total distance of approximately 1,900 feet and includes Ref. Nos. 18 and 19.	

PIERS, WHARVES, AND DOCKS

U.S. Engineers Dist. Code No.	66288 Port Arthur Harbor, Texas	66290	66288
REFERENCE NUMBER ON MAP	19 Dock Code No. 866	20 Dock Code No. 402	21 Dock Code No. 86
NAME	Gulf Oil Co.-U.S., Barge Mooring.	Sinclair-Koppers Co. Wharf	Gulf Oil Co.-U.S., Towboat Fueling Wharf.
LOCATION ON WATERFRONT	West side of Taylors Bayou Turning Basin, approximately 400 feet below railroad bridge of Southern Pacific Company.	Left bank of Taylors Bayou, approximately 0.5 mile above junction with Taylors Bayou Outfall Canal	Upper end of north side of Taylors Bayou Turning Basin, below railroad bridge of Southern Pacific Company
OWNED BY	Gulf Oil Co.-U.S., Division of Gulf Oil Corp.	Sinclair-Koppers Co.	Gulf Oil Co.-U.S., Division of Gulf Oil Corp.
OPERATED BY	do.	do.	do.
PURPOSE FOR WHICH USED	Mooring barges.	Receipt and shipment of petrochemicals by barge.	Fueling towboats.
TYPE OF CONSTRUCTION	Steel sheet pile bulkhead with solid fill; fronted by timber pile mooring dolphins.	Timber pile, timber-decked, offshore wharf with 20- by 12-foot timber approach; fronted by timber mooring dolphins.	Timber pile, timber-decked, irregular-shapped, offshore wharf with 25- by 4-foot timber approach; one timber mooring dolphin on each side in line with face.

DESCRIPTION	Face	Face	Lower side	Upper side	Face	Lower side	Upper side
Dimensions (Feet)	1,000, approx.	331	10	10	24	2	9
Depth Alongside at MLT Do.	15-5	12	-	-	10	-	-
Usable Berthing Space Do.	1,000, approx.	710 w/dolphs.	-	-	30 w/dolphs.	-	-
Width of Apron Do.	Open.	Open.			Open.		
Height of Deck Above MLT Do.	5	8			4, approx.		
Load Capacity per Sq.Ft. (Lbs.)	-	-			-		
Lighted or Unlighted	Unlighted.	Lighted.			Lighted.		
TRANSIT SHEDS	None.	None.			None.		
Number and Type of Construction							
Length and Width (Feet)							
Height Inside Do.							
Floor Area for Cargo (Sq.Ft.)							
Load Capacity per Sq.Ft. (Lbs.)							
Cargo Doors							

MECHANICAL HANDLING FACILITIES	None.	Three pneumatic-operated, mast-and-boom derricks, each with 20-foot boom and capacity of 1,200 pounds; derricks used for handling swivel-jointed, pipeline loading arms with hose connections.	None.
RAILWAY CONNECTIONS	One marginal surface track along and about 25 feet in rear of bulkhead is a continuation of track serving adjacent wharves (Ref. Nos. 17 and 18), total length about 1,400 feet; connects with tracks of Southern Pacific Company.	Plant trackage serving refinery in rear connects with tracks of Southern Pacific Company.	One marginal surface track along rear joins additional trackage serving oil refinery; connects with tracks of Southern Pacific Company and Kansas City Southern Railway.
HIGHWAY CONNECTIONS	Via private driveway (access), shell, 15 feet wide, from State Highway No. 87 (arterial), asphalt, 25 feet wide.	Via private driveway (access) from State Highway FM 823, asphalt, 20 feet wide.	Via private driveway (Avenue A-access), asphalt, 20 feet wide, from State Highway No. 87 (arterial), asphalt, 25 feet wide.
WATER SUPPLY (Available to Vessels)	None.	None.	Through 2-inch line with hose connections.
ELECTRIC CURRENT (Available to Vessels)	None.	A.C., 110 volts, single-phase, 60-cycle.	None.
FIRE PROTECTION (Other than City)	None.	Foam connections on and under deck, foam pumper, chemical cart, hand extinguishers, and watchmen.	Plant fire department, water lines, hose, foam equipment, and watchmen.
REMARKS	Tank and dry cargo barges moor at bulkhead awaiting turn at Gulf Oil Co.-U.S. Wharves (Ref. Nos. 22 and 23).	Two 8-inch pipelines extend to wharf from 9 steel storage tanks, total capacity 226,120 barrels.	One 3-inch diesel fuel pipeline serves wharf; connects with storage tanks at oil refinery at rear. Concrete wall approximately 3 feet high along rear of bulkhead at inner end of approach.

PIERS, WHARVES, AND DOCKS

Taylors Bayou Turning Basin

Corps of Engineers Port Code No. 66288 Port Arthur Harbor, Texas

REFERENCE NUMBER ON MAP	22 Dock Code No. 864	23 Dock Code No. 858	24 Dock Code No. 858
NAME	Gulf Oil Co.-U.S., Upper Wharf, Berth O.	Gulf Oil Co.-U.S. Wharf, Berths Nos. 1-6.	Gulf Oil Co.-U.S., Gangway Landing Wharf.
LOCATION ON WATERFRONT	Northeast side of Taylors Bayou Turning Basin, approximately 300 feet below railroad bridge of Southern Pacific Company.	East side of Taylors Bayou Turning Basin, between foot of West 7th and 13th Streets extended.	South side of Taylors Bayou Turning Basin.
OWNED BY	Gulf Oil Co.-U.S., Division of Gulf Oil Corp.	Gulf Oil Co.-U.S., Division of Gulf Oil Corp.	Gulf Oil Co.-U.S., Division of Gulf Oil Corp.
OPERATED BY	do.	do.	do.
PURPOSE FOR WHICH USED	Receipt of liquid caustic soda and brine; shipment of spent liquid caustic soda.	Receipt and shipment of crude oil and bulk and packaged petroleum products; bunkering tankers berthed at wharf; loading barges for bunkering vessels at berth.	Mooring company-owned towboat; occasionally used for mooring company-owned vessels for making minor repairs.
TYPE OF CONSTRUCTION	Steel sheet pile bulkhead with solid fill; fronted by timber fender system.	Concrete pile, concrete-decked wharf; fronted by timber fender system.	Timber pile, timber-decked, offshore wharf with 13- by 3-foot timber approach extending from steel sheet pile bulkhead with solid fill; timber mooring dolphins in line with face.

DESCRIPTION	22 Face	23 Face	23 Lower side	23 Upper side	24 Face	24 Lower side	24 Upper side
Dimensions (Feet)	300, approx.	3,000	50	50	20	8	8
Depth Alongside at MLT Do.	17	38	-	-	15	-	-
Usable Berthing Space Do.	300, approx.	3,000	-	-	80 w/dolphs.	-	-
Width of Apron Do.	3 (See Remarks)	Open.			Open.		
Height of Dock Above MLT Do.	7	7			6		
Load Capacity per Sq.Ft. (Lbs.)	-	600			-		
Lighted or Unlighted	Lighted.	Lighted.			Lighted.		
TRANSIT SHEDS	None.	None.			None.		
Number and Type of Construction							
Length and Width (Feet)							
Height Inside Do.							
Floor Area for Cargo (Sq.Ft.)							
Load Capacity per Sq.Ft. (Lbs.)							
Cargo Doors							

MECHANICAL HANDLING FACILITIES	One hand-operated, mast-and-boom derrick for handling hose.	Elevated steel frame structure supporting hand-operated hoists for handling hose at each spillway station on wharf; and one 2-ton, diesel, mobile crane with 25-foot boom.	None.
RAILWAY CONNECTIONS	One marginal surface track along rear joins additional trackage serving oil refinery; connects with tracks of Southern Pacific Company and Kansas City Southern Railway.	Same as Ref. No. 22.	None.
HIGHWAY CONNECTIONS	Via private driveway (Avenue A-access), asphalt, 20 feet wide, from State Highway No. 87 (arterial), asphalt, 25 feet wide.	Same as Ref. No. 22.	Via private driveway (access), shell, 15 feet wide, from West 7th Street (approach), asphalt, 45-60 feet wide.
WATER SUPPLY (Available to Vessels)	None.	Through one 6-inch line for boiler water and one 3-inch line for fresh water; 2-inch hose connections.	Through one 1½-line for boiler water and one 1-inch line for fresh water.
ELECTRIC CURRENT (Available to Vessels)	None.	A.C., 110 volts, single-phase, 60-cycle.	A.C., 110 volts, single-phase, 60-cycle; A.C., 440 volts, 3-phase, 60-cycle.
FIRE PROTECTION (Other than City)	Plant fire department, water lines, hose, foam equipment, and watchmen.	Same as Ref. No. 22.	Same as Ref. No. 22.
REMARKS	Concrete wall approximately 3 feet high along and 3 feet in rear of bulkhead. Two 6-inch caustic soda pipelines and one 6-inch brine pipeline extend from wharf to storage tanks at oil refinery in rear.	One 14-, one 12-, seven 10-, eighteen 8-, twenty-nine 6-, twenty-three 4-, and seven 3-inch pipelines extend from wharf to 889 steel storage tanks at oil refinery in rear, total capacity 16,813,300 barrels.	Approximately 700 feet of berthing space for barges available along steel sheet pile bulkhead below lower side of approach to wharf.

PIERS, WHARVES, AND DOCKS

Corps of Engineers Port Code No. 66788 Port Arthur Harbor, Texas

REFERENCE NUMBER ON MAP	25 Dock Code No. 858	26 Dock Code No. 839	27 Dock Code No. 841
NAME	Gulf Oil Co.-U.S., Barge Slip	Great Lakes Carbon Corp. Wharf.	Hydrocarbon Products, Inc. Wharf
LOCATION ON WATERFRONT	Old Taylors Bayou, approximately 1,000 feet below foot of West 7th Street extended.	Upper portion of northeast side of Port Arthur West Turning Basin.	Lower portion of northeast side of Port Arthur West Turning Basin
OWNED BY	Gulf Oil Co.-U.S., Division of Gulf Oil Corp.	Port Arthur Canal & Dock Co. (Kansas City Southern Railway Co.).	Port Arthur Canal & Dock Co. (Kansas City Southern Railway Co.).
OPERATED BY	do.	Great Lakes Carbon Corp., and Kansas City Southern Railway Co.	Hydrocerbon Products Co., Inc.
PURPOSE FOR WHICH USED	Shipment of packaged petroleum products by barge; receipt of various types of materials for plant consumption.	Shipment of raw end calcined petroleum coke.	Receipt and shipment of fertilizer materials and feed supplements.
TYPE OF CONSTRUCTION	Covered slip with sides frontad by timber fender system; additional 600 feet of berthing space available for barges at mooring dolphins along both sides of approach to slip.	Concrete pile, concrete-decked wharf extending from steel sheet pile bulkhead with solid fill; 300- by 4-foot concrete walkway extends from upper side along rear of 5 timber mooring dolphins in line with face.	Timber pile, timber-decked wharf.

DESCRIPTION	Head of slip	North side	South side	Face	Upper side	Face	Lower side
Dimensions (Feet)	61	400	400	680	50	730	50
Depth Alongside at MLT Do.	12	12	12	38	-	38	-
Usable Berthing Space Do.	-	400	400	980 w/dolphs	-	730	-
Width of Apron Do.	-			74		50 and open.	
Height of Deck Above MLT Do.	10, approx.			8		8	
Load Capacity per Sq.Ft. (Lbs.)	-			800		200	
Lighted or Unlighted	Lighted.			Lighted.		Lighted.	
TRANSIT SHEDS	None (See Remarks).			See Remarks.		See Remarks.	
Number and Type of Construction							
Length and Width (Feet)							
Height Inside Do.							
Floor Area for Cargo (Sq.Ft.)							
Load Capacity per Sq.Ft. (Lbs.)							
Cargo Doors							

MECHANICAL HANDLING FACILITIES	One 2½- and one 5-ton, electric, traveling cranes over slip for loading barges. Each is equipped with a telescoping, fork lift type, revolving boom for lowering packaged products on pallets into barges 15 feet below deck level. Adjacent warehouse is equipped with electric, fork lift trucks and warehouse tractors and trailers.	Two fixed, electric, coke-loading towers, each with hinged boom having 55-foot outboard reach; booms are equipped with 36-inch, electric, belt conveyor, a gravity spout, and a mechanical trimmer; maximum loading capacity 360 tons per hour each. Belt-conveyor system extends from processing plant at rear to sheds and loading towers; both coke storage sheds on wharf have power shovels serving belt-conveyor system serving loading towers.	Vessels are unloaded by use of a diesel, mobile crane with 60-foot boom and bucket to a 6-ton capacity, elevated, receiving hopper on wharf; hopper is served by a 24-inch, elevated, electric, belt-conveyor system extending to large storage shed in rear; unloading rate 250 tons per hour. Three electric bagging machines are located in storage sheds.
RAILWAY CONNECTIONS	Five surface tracks enter rear of building covering slip and extend to head of slip, total length 1,700 feet; connect with Kansas City Southern Railway.	Kansas City Southern Railway: One 880-foot surface track on solid fill at rear of bulkheed, extends along ship side of coke storage sheds; and one 880-foot surface track along rear of sheds.	Kansas City Southern Railway: One 550-foot surface track on solid fill at rear of wharf, extends along ship side of sheds; and one 550-foot surface track extends along rear of sheds.
HIGHWAY CONNECTIONS	Via private driveway (access), concrete, 24 feet wide, from West 7th Street (approach), asphalt, 45-60 feet wide.	Via County Road (approach and access), asphalt, 20 feet wide, from Terminal Road.	Same as Ref. No. 26.
WATER SUPPLY (Available to Vessels)	-	None.	None.
ELECTRIC CURRENT (Available to Vessels)	-	None.	A.C., 110 volts, single-phase, 60-cycle; A.C., 220/440 volts, 3-phase, 60-cycle.
FIRE PROTECTION (Other than City)	Plant fire department, sprinkler system, automatic closing fire doors, and watchmen.	Pumps, hydrants, hose, hand extinguishers, and watchmen.	Hydrants, hose, and hand extinguishers.
REMARKS	A 750- by 300-foot, steel frame, metal-covered warehouse with concrete floors is adjacent to northwest side of building over slip. Warehouse has 240,000 square feet of space available for private storage of packaged petroleum products.	At rear of wharf are two 1-story, timber frame buildings with projecting canopies along open sides: Shed No. 1 is 420 by 110 feet and Shed No. 2 is 370 by 110 feet; both sheds are used for storing coke and have a total capacity of 18,000 tons. Additional storage for coke at open areas at rear. Face of wharf and mooring dolphins are in line and contiguous with Hydrocarbon Products Co. Wharf (Ref. No. 27).	At rear of wharf are two 1-story storage sheds: One 420- by 100- and 115-foot and one 100- by 100-foot. Fertilizer materials and feed supplements are shipped in bags. A 24-inch, elevated, electric belt conveyor extends from the top of the large storage shed to a loading spout at face of wharf. At time of survey, this bulk-loading facility was not in operation.

PIERS, WHARVES, AND DOCKS

Corps of Engineers Port Code No. 66288 Port Arthur Harbor, Texas

REFERENCE NUMBER ON MAP	28 Dock Code No. 836	29 Dock Code No. 833	30 Dock Code No. 832
NAME	Warren Petroleum Corp. Wharf.	D. M. Picton & Co., Slip No. 2 Wharf.	Kansas City Southern Railway Co., Service Dock.
LOCATION ON WATERFRONT	West side of Slip No. 1.	Near inner end of west side of Slip No. 2.	Outer portion of east side of Slip No. 2.
OWNED BY	Port Arthur Canal & Dock Co. (Kansas City Southern Railway Co.).	Port Arthur Canal & Dock Co. (Kansas City Southern Railway Co.).	Port Arthur Canal & Dock Co. (Kansas City Southern Railway Co.).
OPERATED BY	Warren Petroleum Corp.	D. M. Picton & Co., Inc.	Kansas City Southern Railway Co.
PURPOSE FOR WHICH USED	Shipment of liquefied petroleum gas by barge.	Mooring company-owned towboats and floating cranes.	Mooring vessels; occasionally used for mooring vessels for making minor repairs.
TYPE OF CONSTRUCTION	Timber pile, timber-decked, offshore wharf with 28- by 16-foot timber approach; 4 timber mooring dolphins in line with face.	Floating wharf: Steel barge with a one-story structure, moored along row of timber mooring dolphins.	Timber pile, timber-decked, offshore wharf with 40- by 18-foot timber approach; timber mooring dolphins in line with face.

DESCRIPTION	Face	Lower side	Upper side	Face of barge	Sides of barge	Row of mooring dolphins	Face	Lower side	Upper side
Dimensions (Feet)	75	20	20	110	50 and 50	335	36	24	24
Depth Alongside at MLT Do.	9	-	-	22	22-0	10	20	-	-
Usable Berthing Space Do.	230 w/dolphs.	-	-	110	50 and 50	325	636 w/dolphs	-	-
Width of Apron Do.	Open.			-			Open.		
Height of Deck Above MLT Do.	12			-			9		
Load Capacity per Sq.Ft. (Lbs.)	-			-			200		
Lighted or Unlighted	Lighted.			Lighted.			Unlighted.		
TRANSIT SHEDS	None.			None.			None.		
Number and Type of Construction									
Length and Width (Feet)									
Height Inside Do.									
Floor Area for Cargo (Sq.Ft.)									
Load Capacity per Sq.Ft. (Lbs.)									
Cargo Doors									

MECHANICAL HANDLING FACILITIES	One hand-operated, mast-and-boom derrick with one 28- and one 18-foot boom for handling hose.	None.	None.
RAILWAY CONNECTIONS	None.	None.	Kansas City Southern Railway storage yard in rear.
HIGHWAY CONNECTIONS	Via County Road (approach and access), asphalt, 20 feet wide, from Terminal Road.	Via driveway (access), shell, varied widths, from County Road, asphalt, 20 feet wide.	Same as Ref. No. 29.
WATER SUPPLY (Available to Vessels)	None.	Through 1½-inch line with hose connections.	None.
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle.	A.C., 110 volts, single-phase, 60-cycle; A.C., 220 volts, 3-phase, 60-cycle; D.C., 115 volts.	None.
FIRE PROTECTION (Other than City)	Water tower for salt water system, hydrants, and chemical carts.	Water line, hose, and hand extinguishers.	Hose in rear.
REMARKS	One 10- and one 6-inch pipelines extend to wharf from 3 steel, spheroid-shaped storage tanks, total capacity 300,000 barrels. Slip No. 1 is approximately 150 feet wide and 700 feet long.	Slip No. 2 is approximately 230 feet wide and 1,800 feet long.	-

PIERS, WHARVES, AND DOCKS

REFERENCE NUMBER IN MAP	31	[illegible]
NAME	Kansas City Southern Railway Co. South Grain Wharf	Kansas City Southern Railway Co., Grain Loading Wharf
LOCATION ON WATERFRONT	Approximately 650 feet from entrance to slip.	Approximately 1,256 feet from head of slip.
OWNED BY	Port Arthur Canal & Dock Co. (Kansas City Southern Railway Co.).	Port Arthur Canal & Dock Co. (Kansas City Southern Railway Co.)
OPERATED BY	Cargill, Inc., and Kansas City Southern Railway Co	Cargill, Inc
PURPOSE FOR WHICH USED	Shipment of grain and soybean meal, mooring vessels awaiting berth at adjacent wharf.	Shipment of grain, bunkering vessels berthed at wharf.
TYPE OF CONSTRUCTION	Timber pile, timber-decked wharf extending from timber bulkhead with solid fill, timber mooring dolphins on lower side in line with face.	Timber pile, timber-decked, offshore wharf with a center approach and a 53- by 27-foot approach at lower end; one timber mooring dolphin on each side in line with face.

DESCRIPTION		Face	Lower side	Face	Lower side	Upper side	Face	Lower side	Upper side
Dimensions	(Feet)	525	22+25	553	76	23	30	20	20
Depth Alongside at MLT	Do.	34	-	34	34	34	34	-	-
Usable Berthing Space	Do.	1,025 w/dolphs.		600 w/dolphs	-	-	130 w/dolphs	-	-
Width of Apron	Do.	Open.		Open.			Open.		
Height of Deck Above MLT	Do.	6		6			5		
Load Capacity per Sq.Ft.	(Lbs.)	-		-			-		
Lighted or Unlighted		Partly lighted.		Lighted.			Lighted.		
TRANSIT SHEDS		None.		None.			None.		
Number and Type of Construction									
Length and Width	(Feet)								
Height Inside	Do.								
Floor Area for Cargo	(Sq.Ft.)								
Load Capacity per Sq.Ft.	(Lbs.)								
Cargo Doors									

MECHANICAL HANDLING FACILITIES	One steel tower with vessel-loading spout at lower end of wharf; one 36-inch, electric, covered, belt-conveyor system serves tower and extends from 6 soybean rail car receiving pits under tracks at rear; and one 36-inch, elevated, electric, covered, belt-conveyor system extends from grain elevator described under Ref. No. 32.	Four grain galleries extend to 4 steel towers on wharf, each equipped with one vessel-loading spout; combined loading rate 20,000 bushels per hour. Each grain gallery is equipped with a 42-inch, electric belt conveyor extending from grain elevator in rear. Portable electric trimmers are available as needed.	One marine leg on wharf for unloading grain from barges is served by electric, belt-conveyor system extending to grain elevator described under Ref. No. 32; average unloading rate 8,000 bushels per hour, maximum rate 16,000 bushels per hour.
RAILWAY CONNECTIONS	Kansas City Southern Railway: One 430-foot surface track on wharf is a continuation of track serving east side of grain elevator (Ref. No. 32); and 2 surface tracks serve soybean receiving pits in rear of tower.	Kansas City Southern Railway: One surface track along east side of elevator serves carloading spouts; and one surface track serves car dumper and receiving pits in car shed at rear, joins with adjacent storage yards.	Kansas City Southern Railway: One surface track along shore at rear of wharf joins with storage yard above elevator.
HIGHWAY CONNECTIONS	Via private road (access and marginal), shell, varied widths, from County Road, asphalt, 20 feet wide.	Same as Ref. No. 31.	Same as Ref. No. 31.
WATER SUPPLY (Available to Vessels)	None.	None.	None.
ELECTRIC CURRENT (Available to Vessels)	None.	A.C., 110 volts, single-phase, 60-cycle; A.C., 440 volts, 3-phase, 60-cycle.	None.
FIRE PROTECTION (Other than City)	Pumps, water line, and hydrants.	Pumps, hydrants, and hand water pump extinguishers.	Pumps and hydrants.
REMARKS	Tracks serving soybean receiving pits join adjacent storage yard.	Grain elevator in rear has a storage capacity of 500,000 bushels. Additional storage for 2,850,000 bushels in 7 steel, cylindrical tanks located on opposite side of rail tracks at rear of elevator. Tanks are connected by two 36-inch, electric, covered, belt-conveyor systems extending to elevator. Texaco, Inc., supplies vessels with bunker C fuel through one 8- and one 6-inch pipelines extending from storage tanks described under Ref. No. 34.	-

Corps of Engineers Port Code No. 66288 Port Arthur Harbor, Texas

REFERENCE NUMBER ON MAP	34 Dock Code No. 825	35 Dock Code No. 825	36 Dock Code No. 825
NAME	Texaco Wharf No. 3, Berths 8, 9, 10, and 11.	Texaco Towboat Wharf.	Texaco Wharf No. 1, Berths 5, 6, and 7.
LOCATION ON WATERFRONT	East side of Slip No. 3.	Northeast side of Port Arthur East Turning Basin.	Terminal Island, southeast side of Port Arthur East Turning Basin.
OWNED BY	Texaco, Inc.	Texaco, Inc.	Texaco, Inc.
OPERATED BY	do.	do.	do.
PURPOSE FOR WHICH USED	Shipment of bulk and packaged petroleum products; bunkering tankers berthed at wharf; loading barges for bunkering vessels at berth.	Mooring and fueling towboats.	Shipment of bulk and packaged petroleum products; bunkering tankers berthed at wharf; loading barges for bunkering vessels at berth.
TYPE OF CONSTRUCTION	Timber pile, timber-decked wharf, part concrete-surfaced, extending from timber bulkhead with solid fill; fronted by timber fender system.	Timber pile, timber-decked wharf extending from steel sheet pile bulkhead with solid fill.	Steel sheet pile bulkhead, solid fill, with part timber and part concrete surface along face and concrete in rear; fronted by timber fender system.

DESCRIPTION									
	Face			Face			Face	Southwest side	
Dimensions (Feet)	2,288			170+250			1,072	50	
Depth Alongside at MLT Do.	35-34			39			39	39	
Usable Berthing Space Do.	2,288			170+250			1,072	50	
Width of Apron Do.	40 and 24			Open.			60		
Height of Deck Above MLT Do.	12, approx.			6, approx.			10		
Load Capacity per Sq.Ft. (Lbs.)	275			-			300		
Lighted or Unlighted	Lighted.			Lighted.			Lighted.		
TRANSIT SHEDS	Three - frame construction; wood floors.			None.			Five - concrete; concrete floors (See Remarks).		
Number and Type of Construction	Shed No. 1	Shed No. 2	Shed No. 3				Two	One	Two
Length and Width (Feet)	294 by 106	700 by 90	1,121 by 90				142 by 66	146 by 66	146 by 66
Height Inside Do.	-	-	-				12	12	12
Floor Area for Cargo (Sq.Ft.)	10,400	42,000	67,300				31,800, total.		
Load Capacity per Sq.Ft. (Lbs.)	275	275	275				-		
Cargo Doors	Numerous doors on shipside and rear of Sheds Nos. 2 and 3; both sides of Shed No. 1 are open.						Shipside: Four at each shed; rear: same.		

MECHANICAL HANDLING FACILITIES	Elevated steel frame structure at Berth 9 supports hand-operated hoists and one mast-and-boom derrick with 50-foot boom for handling hose. Conveyors, fork lift trucks, and other types of mechanized cargo-handling equipment available as needed.	One hand-operated, stiff-leg derrick with 30-foot boom for handling hose.	Three elevated steel structures supporting hand- and pneumatic-operated hosehandling cranes.
RAILWAY CONNECTIONS	One 1,300-foot surface track on apron and one 2,250-foot, platform-level track along rear of transit sheds joins additional parallel trackage; connects with Kansas City Southern Railway.	None.	Two depressed tracks along rear of transit sheds and Barrel House, total length 2,148 feet; connect with Kansas City Southern Railway.
HIGHWAY CONNECTIONS	Via private road (marginal), paved and shell, 25 feet wide, from Terminal Road.	Same as Ref. No. 34.	Same as Ref. No. 34.
WATER SUPPLY (Available to Vessels)	Through 6-inch line with 2½-inch hose connections.	Through small line with hose connections.	Through line with 2½-inch hose connections.
ELECTRIC CURRENT (Available to Vessels)	None.	A.C., 110 volts, single-phase, 60-cycle.	None.
FIRE PROTECTION (Other than City)	Plant fire department, pumps, hydrants, swivel fire nozzles, steam and foam systems.	Plant fire department, water line, hose, monitors, hand extinguishers, and watchmen.	Plant fire department, pumps, hydrants, swivel fire nozzles, steam and foam systems, firewalls under wharf.
REMARKS	Three 10-, three 8-, and one 6-inch pipelines extend from south end of wharf (Berth 8) to 77 steel storage tanks on Terminal Island and to 65 steel storage tanks at oil refinery and tank farms, combined storage capacity approximately 7,900,000 barrels. Drumming plant located between Sheds Nos. 2 and 3. Brick and tile firewalls divide Sheds Nos. 2 and 3 into sections.	Two 4-inch pipelines extend to wharf from 3 steel, diesel fuel storage tanks in rear, total capacity 1,500 barrels.	Transit sheds are known as Warehouses Nos. 1, 2, 3, 4, and 5. Three-story concrete building (Barrel House) located in line with warehouses at north end of wharf. Additional plant building located in rear of Warehouses Nos. 1, 2, and 3. One 14-, four 12-, two 10-, six 8-, fifteen 6-, sixteen 4-, and one 2-inch pipelines extend from wharf to storage tanks described under Ref. No. 34.

PIERS, WHARVES, AND DOCKS

REFERENCE NUMBER AND MAP	60-38 Port Arthur Harbor, Texas	38 Index No. B-5	39 Index No. B-6
NAME	Texaco Wharf No. 4, Berths 1 and 2	Texaco Wharf No. 3, Berths 1 and 2	Gulfport Shipbuilding Corp. Wharf.
LOCATION OR ADDRESS	Terminal Island, west side of entrance to Port Arthur Canal and Neches River.	Terminal Island, east side of entrance to Port Arthur Canal and West Turning Basin.	West side of Gulfgate Canal, approximately 800 feet above Gulfgate Bridge
OWNED BY	Texaco, Inc.	Texaco, Inc.	Gulfport Shipbuilding Corp.
OPERATED BY	do.	do.	do.
PURPOSE FOR WHICH USED	Shipment of bulk and packaged petroleum products, receipt of tinplate; bunkering tankers berthed at wharf; loading barges for bunkering vessels at berth.	Shipment of bulk petroleum products, bunkering tankers berthed at wharf; loading barges for bunkering vessels at berth.	Mooring towboats, barges, and various types of small vessels for repair; gas-freeing and cleaning tank barges, occasionally used for receipt of shell by barge.
TYPE OF CONSTRUCTION	Timber pile, timber-decked wharf; fronted by timber fender system.	Timber pile, timber-decked, offshore wharf with four 14-foot wide approaches having 65-, 50-, and 35-foot lengths.	Steel sheet pile bulkhead with solid fill; timber mooring dolphins on lower side in line with face.
DESCRIPTION	Face	Face	Face
Dimensions (Feet)	653	1,289	300
Depth Alongside at MLT Do.	39	39	15-10
Usable Berthing Space Do.	653	1,289	900 w/dolphs
Width of Apron Do.	50 and open.	Open.	Open.
Height of Deck Above MLT Do.	12, approx.	9.2	5, approx.
Load Capacity per Sq.Ft. (Lbs.)	300	300	-
Lighted or Unlighted	Lighted.	Lighted.	Partly lighted.
TRANSIT SHEDS	Three - concrete and tile; wood floors.	None.	None.
Number and Type of Construction			
Length and Width (Feet)	170 by 80, each.		
Height Inside Do.	12		
Floor Area for Cargo (Sq.Ft.)	27,200, total.		
Load Capacity per Sq.Ft. (Lbs.)	-		
Cargo Doors	Shipside: One on each shed.		
MECHANICAL HANDLING FACILITIES	Elevated steel frame structure with two 60-foot booms for handling hose.	Elevated steel frame structure supporting hand-operated hoists and three 60-foot booms for handling hose.	Following cranes are available for use at all waterfront facilities of this company: One floating crane "LTC-18," 20-ton, diesel, crawler crane with 80-foot boom and 15-foot jib extension mounted on a 195- by 35-foot steel barge; one 25-, one 20-, and one 10-ton, diesel, crawler cranes with 100-, 70-, 50-foot booms, respectively; one 15- and one 10-ton, gasoline, mobile crane with 30- and 25-foot telescoping booms; and one 30-ton, steam, locomotive crane for use at (Continued under Remarks)
RAILWAY CONNECTIONS	Plant trackage in rear of transit sheds connects with Kansas City Southern Railway.	None.	None.
HIGHWAY CONNECTIONS	Via private road (marginal), paved and shell, 25 feet wide, from Terminal Road.	Same as Ref. No. 37.	Via private road (access), shell, 25 feet wide, from West Lake Shore Drive (marginal), asphalt, 30 feet wide.
WATER SUPPLY (Available to Vessels)	Through line with 2½-inch hose connections.	Same as Ref. No. 37.	Through 4-inch line with hose connections.
ELECTRIC CURRENT (Available to Vessels)	None.	None.	A.C., 110 volts, single-phase, 60-cycle; A.C., 220/440 volts, 3-phase, 60-cycle.
FIRE PROTECTION (Other than City)	Plant fire department, pumps, hydrants, swivel hose nozzles, steam and foam systems.	Same as Ref. No. 37.	Water line, hose, steam lines, chemical carts, hand extinguishers, and watchmen.
REMARKS	Tinplate received at wharf is used by company for making cans at own plant. Transit sheds are known as Warehouses Nos. 6, 7, and 8. Four 12-, five 10-, two 8-, two 4-, one 3-, and one 2-inch pipelines extend from wharf to storage tanks described under Ref. No. 34.	Ten 12-, four 10-, seven 8-, one 6-, two 4-, and one 3-inch pipelines extend from wharf to storage tanks described under Ref. No. 34.	shipyard in rear. One 4-inch pipeline, tanks, steam lines, vacuum unit, and boiler at rear for tank-cleaning and gas-freeing operations.

PIERS, WHARVES, AND DOCKS

West side, Sabine-Neches Canal

Corps of Engineers Port Code No. 66288 Port Arthur Harbor, Texas

REFERENCE NUMBER ON MAP	40 Dock Code No. 778	41 Dock Code No. 778	42 Dock Code No. 778
NAME	Gulfport Shipbuilding Corp., Dry Dock Wharf.	Gulfport Shipbuilding Corp., Dry Dock Slip.	Gulfport Shipbuilding Corp., North Wharf, Berths Nos. 1 and 2.
LOCATION ON WATERFRONT	Approximately 0.2 mile above Gulfgate Bridge.	Approximately 0.3 mile above Gulfgate Bridge.	Approximately 0.4 mile above Gulfgate Bridge.
OWNED BY	Gulfport Shipbuilding Corp.	Gulfport Shipbuilding Corp.	Gulfport Shipbuilding Corp.
OPERATED BY	do.	do.	do.
PURPOSE FOR WHICH USED	Mooring towboats, barges, and various types of small vessels for repair; mooring floating drydock.	Mooring floating drydocks; mooring towboats, barges, and various types of small vessels for repair.	Mooring vessels and barges for outfitting and repairing.
TYPE OF CONSTRUCTION	Steel sheet pile bulkhead with solid fill.	Slip formed by steel sheet pile bulkhead with solid fill; 325-foot timber pile, timber-decked extension along inner portion of northeast side.	Steel sheet pile bulkhead with solid fill.

DESCRIPTION	Face	Head of slip	Southwest side	Northeast side	Face
Dimensions (Feet)	496	200	335	100+55+325	440+590
Depth Alongside at MLT Do.	30-15	10-8	30-23	30-21	15
Usable Berthing Space Do.	185	-	Drydock No.1	135	440+590
Width of Apron Do.	Open.	Open.			Open.
Height of Deck Above MLT Do.	6	6			5-3
Load Capacity per Sq.Ft. (Lbs.)	-	-			-
Lighted or Unlighted	Lighted.	Lighted.			Lighted.
TRANSIT SHEDS	None.	None.			None.
Number and Type of Construction					
Length and Width (Feet)					
Height Inside Do.					
Floor Area for Cargo (Sq.Ft.)					
Load Capacity per Sq.Ft. (Lbs.)					
Cargo Doors					

MECHANICAL HANDLING FACILITIES	Use of floating crane and diesel, crawler and mobile, gasoline cranes described under Ref. No. 39.	Use of floating crane and diesel, crawler and mobile, gasoline cranes described under Ref. No. 39.	Three electric, traveling, high-tower, revolving, full-portal, gantry cranes; one crane with 120-foot boom and 10-foot jib extension with capacity of 65 tons at 32-foot radius; one crane with 90-foot boom and 15-foot jib extension with capacity of 45 tons at 30-foot radius; and one crane with 80-foot boom and 15-foot jib extension with capacity of 20 tons at 30-foot radius. Tugs, dredges, workboats, and various types of vessels and large oceangoing barges, up to (Continued under Remarks)
RAILWAY CONNECTIONS	Two surface tracks serve shipyard in rear; connect with Kansas City Southern Railway.	Same as Ref. No. 40.	Same as Ref. No. 40.
HIGHWAY CONNECTIONS	Via private road (access), shell, 20 feet wide, from West Lake Shore Drive (marginal), asphalt, 30 feet wide.	Same as Ref. No. 40.	Same as Ref. No. 40.
WATER SUPPLY (Available to Vessels)	Through 4-inch line with hose connections.	Same as Ref. No. 40.	Same as Ref. No. 40.
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle; A.C., 220/440 volts, 3-phase, 60-cycle.	Same as Ref. No. 40.	Same as Ref. No. 40.
FIRE PROTECTION (Other than City)	Water line, hose, chemical carts, hand extinguishers, and watchmen.	Same as Ref. No. 40.	Same as Ref. No. 40.
REMARKS	Floating Drydock No. 4, capacity 4,200 tons, moored along upper section of wharf. Wharf is equipped with lines for supplying fresh water, compressed air, oxygen, and acetylene gas.	Floating Drydock No. 1, capacity 4,200 tons, moored along southwest side of slip; Floating Drydock No. 2, capacity 500 tons, moored along outer 100-foot section of northeast side; and Floating Drydock No. 3, capacity 1,200 tons, moored along inner portion of 325-foot section of northeast side. Outer 100-foot section of northeast side is indented 55 feet to allow access for vessels to Floating Drydock No. 3.	420 feet in length, are built along rear of face and side launched at 440-foot section (Berth No. 1) of wharf. Floating crane and diesel, crawler and mobile, gasoline cranes, described under Ref. No. 39, also are available at wharf as needed.

PIERS, WHARVES, AND DOCKS

West side, Sabine-Neches Canal

Corps of Engineers Port Code No. 66188 Port Arthur Harbor, Texas

REFERENCE NUMBER ON MAP	43 Dock Code No. 778	44 Dock Code No. 769	55 Dock Code No. 768
NAME	Gulfport Shipbuilding Corp., North Slip and Pier.	Port of Greater Port Arthur, Public Ocean Terminal Wharf.	Port of Greater Port Arthur Wharf
LOCATION ON WATERFRONT	Approximately 0.6 mile above Gulfgate Bridge	Approximately 750 feet below foot of Houston Avenue	Southwest side of foot of Houston Avenue.
OWNED BY	Gulfport Shipbuilding Corp.	Port of Port Arthur Navigation District of Jefferson County, Texas.	Port of Port Arthur Navigation District of Jefferson County, Texas.
OPERATED BY	do	do.	Not operated.
PURPOSE FOR WHICH USED	Mooring small vessels for outfitting and repairing.	Receipt and shipment of general and containerized cargo in foreign and domestic trades.	Not used
TYPE OF CONSTRUCTION	Slip formed by steel sheet pile bulkhead with solid fill along southwest side and 40-foot section of head; concrete bulkhead with solid fill along 50-foot section of head and inner 100-foot section of northeast side (Continued under Remarks)	Concrete pile, concrete-decked wharf extending from steel sheet pile bulkhead with solid fill; curved concrete rail trestle extends from shore to upper side of wharf apron.	Steel sheet pile bulkhead with solid fill; fronted by timber mooring piles and dolphins.

DESCRIPTION	Head of slip	Southwest side	Northeast side	Face	Lower side	Upper side	Face
Dimensions (Feet)	40 and 50	250	220	1,200	160	160	270+250
Depth Alongside at MLT Do.	15	20-15	20-15	36	-	-	15-10
Usable Berthing Space Do.	-	250	220	1,200	-	-	270+250
Width of Apron Do.	Open.			100 and open			Open.
Height of Deck Above MLT Do.	4			15			10, approx.
Load Capacity per Sq.Ft. (Lbs.)	-			800			-
Lighted or Unlighted	Lighted.			Lighted.			Partly lighted.
TRANSIT SHEDS	None.			One - steel frame with 14-foot high concrete walls topped by metal and translucent siding; concrete floor.			None.
Number and Type of Construction							
Length and Width (Feet)				600 by 180			
Height Inside Do.				20			
Floor Area for Cargo (Sq.Ft.)				81,260			
Load Capacity per Sq.Ft. (Lbs.)				800			
Cargo Doors				Shipside: Nine, 17.5- by 14-foot and one, 17.5- by 18-foot; rear: ten, 14- by 14-foot; ends: one, 17.5- by 14-foot and one, 20- by 18-foot.			

MECHANICAL HANDLING FACILITIES	Use of floating crane and diesel, crawler and mobile, gasoline cranes described under Ref. No. 39.	One electric, traveling, level-luffing, full-portal, gantry crane with capacity of 75 tons at 75-foot outboard reach and 35 tons at 100-foot reach; 40-ton capacity fork lift trucks, and straddle carriers for handling containers. Stevedore equipment is available as needed.	None.
RAILWAY CONNECTIONS	Two surface tracks serve shipyard in rear; connect with Kansas City Southern Railway.	Three surface tracks on apron, total length 3,600 feet, and 2 platform-level tracks along rear of transit shed and wharf, total length 2,300 feet, join with 140-car capacity storage yard in rear; connect with Kansas City Southern Railway.	None.
HIGHWAY CONNECTIONS	Via private road (access), shell, 20 feet wide, from West Lake Shore Drive (marginal), asphalt, 30 feet wide.	Via entrance from West Lake Shore Drive (access), asphalt, 30 and 45 feet wide.	Via West Lake Shore Drive (access), asphalt, 30 and 45 feet wide.
WATER SUPPLY (Available to Vessels)	Through 4-inch line with hose connections.	Through 4-inch line with 2½-inch hose connections.	Through small lines with hose connections.
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle; A.C., 220/440 volts, 3-phase, 60-cycle.	Same as Ref. No. 43.	A.C., 110 volts, single-phase, 60-cycle.
FIRE PROTECTION (Other than City)	Water line, hose, chemical carts, hand extinguishers, and watchmen.	Sprinkler system in transit shed, hydrants, hose, hand extinguishers, and watchmen.	Water line.
REMARKS	and 18-foot wide, timber pile, timber-decked pier along outer 120-foot section of northeast side of slip. Additional berthing is provided along both sides of 110- by 6-foot, timber pile, timber-decked pier extending from head of slip and parallel to sides.	Upper 600-foot portion of wharf is open. One 96-foot timber walkway extends from lower side to timber mooring dolphin, and a timber walkway extends from curved rail trestle at upper end of wharf to timber mooring dolphin. Truck ramp extends to upper side of wharf from parking area. Wharf is designed for dredging to depth of 40 feet along face.	Wharf and adjacent Quality Fish Co. Wharf (Ref. No. 46) are located within the area of planned urban renewal for improvement and extension to the Port of Greater Port Arthur.

PIERS, WHARVES, AND DOCKS

Corps of Engineers Port Code No. 66288 Port Arthur Harbor, Texas

REFERENCE NUMBER ON MAP	46 Dock Code No. 766	47 Dock Code No. 156	48 Dock Code No. 703
NAME	Quality Fish Co. Wharf.	Corps of Engineers Slip.	Centex Materials Wharf.
LOCATION ON WATERFRONT	West side of Sabine-Neches Canal, between foot of Houston and Dallas Avenues extended.	East side of Sabine-Neches Canal, in slip on Pleasure Island opposite foot of Dallas Avenue extended.	West side of Sabine-Neches Canal, approximately 900 feet above foot of Duff Drive extended.
OWNED BY	Port of Port Arthur Navigation District of Jefferson County, Texas.	U. S. Government.	Centex Materials, Inc.
OPERATED BY	Quality Fish Co.	Corps of Engineers, U. S. Army.	do.
PURPOSE FOR WHICH USED	Receipt of seafood; mooring, fueling, and icing fishing boats.	Mooring small government-owned vessels.	Receipt of rock and sand by barge.
TYPE OF CONSTRUCTION	Concrete-capped, concrete pile bulkhead with solid fill, part with 12-foot wide, timber-decked surface along face.	Slip formed by steel sheet pile bulkhead with solid fill; 55- by 45-foot boathouse extends from bulkhead at head; south side fronted by timber mooring piles (See Remarks).	Steel sheet pile bulkhead with solid fill; 6 timber mooring dolphins in line with face.

DESCRIPTION	Face	Head of slip	North side	South side	Face	Lower side	Upper side
Dimensions (Feet)	650, approx.	100	240	60	70	30	30
Depth Alongside at MLT Do.	10	12	12	12	17	-	-
Usable Berthing Space Do.	650, approx.	Boathouse.	240	140 w/piles	700 w/dolphs	-	-
Width of Apron Do.	Open and 6	-	Open.	Open.	Open.		
Height of Deck Above MLT Do.	6	5			6		
Load Capacity per Sq.Ft. (Lbs.)	-	-			-		
Lighted or Unlighted	Partly lighted.	Lighted.			Lighted.		
TRANSIT SHEDS	None (See Remarks).	None.			None.		
Number and Type of Construction							
Length and Width (Feet)							
Height Inside Do.							
Floor Area for Cargo (Sq.Ft.)							
Load Capacity per Sq.Ft. (Lbs.)							
Cargo Doors							

MECHANICAL HANDLING FACILITIES	Two electric hoists for unloading fish to three 18-inch wide, electric, mobile, chain-link belt fish conveyors; one mobile blower with 4-inch hose for icing fishing boats.	None.	One diesel, crawler crane with 80-foot boom with 1½-cubic yard bucket.
RAILWAY CONNECTIONS	None.	None.	None.
HIGHWAY CONNECTIONS	Via Houston Avenue (access and approach), asphalt, 75 feet wide.	Via private driveway (access), concrete, varied widths, from County Road.	Via private driveway (access), shell, varied widths, from Procter Street extension, asphalt, 25 feet wide.
WATER SUPPLY (Available to Vessels)	Through 3-inch line with hose connection.	Through 3/4-inch line with hose connection.	None.
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle; A.C., 220 volts, 3-phase, 60-cycle.	A.C., 110 volts, single-phase, 60-cycle.	None.
FIRE PROTECTION (Other than City)	Water line, hose, and hand extinguishers.	Water line, hose, and hand extinguishers.	Water line.
REMARKS	Two 60- by 50-foot, timber frame, metal-covered buildings at rear used as fish-processing plants. Mitchel's Fuel Co.: Metered pumps on wharf with two 3-inch and one 2-inch pipelines extending to 2 steel, diesel fuel storage tanks; total capacity 475 barrels, and to one 30-barrel, steel, gasoline storage tank.	Approximately 75 feet of solid fill on north side is concrete surfaced.	

PIERS, WHARVES, AND DOCKS

REFERENCE NUMBER ON MAP	49	50 Dock Code No. 696	51
NAME	Shell Pipeline Co.	Burton Shipyard Steel Wharf	Burton Shipyard Co.
LOCATION	Approximately 8 miles east of Stadium Road	Approximately 8 miles east of Stadium Road	Approximately 1 mile east of Stadium Road.
OWNED BY	William F. Frederick, Jr.	DPA, Inc.	DPA, Inc.
OPERATED BY	Palmer Midstream Service, Inc.	Burton Shipyard, Inc.	Burton Shipyard, Inc.
PURPOSE FOR WHICH USED	Receipt of petroleum products by barge, mooring tank barges, loading barges for fueling towboats in midstream, fueling various types of small vessels.	Mooring towboats, barges, and various types of small vessels for outfitting and repairing.	Mooring floating drydock
TYPE OF CONSTRUCTION	Timber bulkhead with solid fill; fronted by timber mooring dolphins.	Steel sheet pile bulkhead with shell-surfaced solid fill.	Slip formed by steel sheet pile bulkhead with solid fill at head and along southwest side, marine railway along northeast side.

DESCRIPTION				
	Face	Face	Head of slip	Southwest side
Dimensions (Feet)	700, approx.	1,055	145	320
Depth Alongside at MLT Do.	20	15-12	26	26
Usable Berthing Space Do.	700, approx.	1,055	-	Drydock No. 1
Width of Apron Do.	Open.	Open.	Open.	
Height of Deck Above MLT Do.	-	4	4	
Load Capacity per Sq.Ft. (Lbs.)	-	-	-	
Lighted or Unlighted	Lighted.	Partly lighted.	Lighted.	
TRANSIT SHEDS	None.	None.	None.	
Number and Type of Construction				
Length and Width (Feet)				
Height Inside Do.				
Floor Area for Cargo (Sq.Ft.)				
Load Capacity per Sq.Ft. (Lbs.)				
Cargo Doors				

MECHANICAL HANDLING FACILITIES	One 50-ton, diesel, crawler crane with 60-foot boom.	Five diesel, crawler cranes: One 100-ton with 100-foot boom; three 50-ton with 75-foot booms; and one 40-ton with 60-foot boom.	Use of diesel, crawler cranes described under Ref. No. 50.
RAILWAY CONNECTIONS	None.	One surface track serves shipyard in rear; connect with Kansas City Southern Railway.	Same as Ref. No. 50.
HIGHWAY CONNECTIONS	Via private driveway (access), asphalt, 30 feet wide, from Procter Street extension, asphalt, 25 feet wide.	Via private driveway (access), from Procter Street extension, asphalt, 25 feet wide.	Same as Ref. No. 50.
WATER SUPPLY (Available to Vessels)	Through 6-inch line with 3-inch hose connection.	Through 3-inch line with 2-inch hose connections.	Same as Ref. No. 50.
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle; A.C., 220 volts, 3-phase, 60-cycle.	A.C., 110 volts, single-phase, 60-cycle; A.C., 220 volts, 3-phase, 60-cycle.	Same as Ref. No. 50.
FIRE PROTECTION (Other than City)	Water line, hose, hand extinguishers, and watchmen.	Water line, hand extinguishers, and watchmen.	Same as Ref. No. 50.
REMARKS	One 6-inch pipeline extends from wharf to 2 steel, diesel fuel storage tanks, total capacity 23,810 barrels; and one 3-inch pipeline extends from wharf to 4 steel, gasoline storage tanks, total capacity 1,785 barrels.	Wharf is equipped with lines for supplying oxygen and acetylene gas. Various types of small vessels and large steel barges are built on construction ways at rear of 650-foot section of wharf and side launched over face of wharf.	Floating Drydock No. 1, capacity 3,000 tons, moored along southwest side of slip. Southwest side is equipped with lines for supplying oxygen and acetylene gas.

PIERS, WHARVES, AND DOCKS
West side, Sabine-Neches Canal

Corps of Engineers Port Code No. 66288 Port Arthur Harbor, Texas

REFERENCE NUMBER ON MAP	52 Dock Code No. 696	53 Dock Code No. 696	54 Dock Code No. 676
NAME	Burton Shipyard, Marine Railway Pier.	Burton Shipyard, North Wharf.	Pabtex Corp. Wharf.
LOCATION ON WATERFRONT	Approximately 1.05 miles above foot of Stadium Road.	Approximately 1.07 miles above foot of Stadium Road.	Below foot of Taft Avenue.
OWNED BY	OPA, Inc.	OPA, Inc.	Port Arthur Terminal Co., Inc., and Rice-Carden Corp.
OPERATED BY	Burton Shipyard, Inc.	Burton Shipyard, Inc.	Pabtex Corp.
PURPOSE FOR WHICH USED	Mooring various types of small vessels for outfitting and repairing, and waiting to be hauled out on marine railways.	Mooring towboats, barges, and various types of small vessels for outfitting and repairing; gas-freeing tank barges.	Shipment of coal.
TYPE OF CONSTRUCTION	Steel sheet pile retaining walls with solid fill.	Steel sheet pile bulkhead with solid fill.	Prestressed concrete pile, concrete-decked, offshore wharf with 155- by 20-foot approach to upper portion of wharf from top of levee in rear; fronted by timber fender system.

DESCRIPTION	Face	Lower side	Upper side	Face			Face	Lower side	Upper side
Dimensions (Feet)	50	315	315	630 and 675			760	50	50
Depth Alongside at MLT Do.	15	15-5	15-5	12-8			39	-	-
Usable Berthing Space Do.	See Remarks.	100, approx.	215, approx.	630 and 675			760	-	-
Width of Apron Do.	Open.			Open.			Open.		
Height of Deck Above MLT Do.	5-4			5-4			15.7		
Load Capacity per Sq.Ft. (Lbs.)	-			-			500		
Lighted or Unlighted	Partly lighted.			Partly lighted.			Lighted.		
TRANSIT SHEDS	None.			None.			None.		
Number and Type of Construction									
Length and Width (Feet)									
Height Inside Do.									
Floor Area for Cargo (Sq.Ft.)									
Load Capacity per Sq.Ft. (Lbs.)									
Cargo Doors									

MECHANICAL HANDLING FACILITIES	Use of diesel, crawler cranes described under Ref. No. 50.	Use of diesel, crawler cranes described under Ref. No. 50.	One diesel-electric, traveling, coal-loading tower on wharf with 115-foot hinged boom having 70-foot outboard reach; boom equipped with conveyor belt and telescopic-loading chute with mechanical trimming head; loading rate 3,000 tons per hour. Loading tower travels 500 feet on rails along rear of face and is served by a 60-inch, electric, belt conveyor extending along wharf with transfer station at lower end. The belt-conveyor system extends to transfer (Continued under Remarks)
RAILWAY CONNECTIONS	One surface track serves shipyard in rear; connects with Kansas City Southern Railway.	Same as Ref. No. 52.	One surface loop track serves car dumper in rear; connects with Kansas City Southern Railway.
HIGHWAY CONNECTIONS	Via private driveway (access), from Procter Street extension, asphalt, 25 feet wide.	Same as Ref. No. 52.	Via private driveway (access), shell, 20 feet wide, from Procter Street extension, asphalt, 25 feet wide.
WATER SUPPLY (Available to Vessels)	Through 3-inch line with 2-inch connections.	Same as Ref. No. 52.	Through 6-inch line with 2½-inch hose connections.
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle; A.C.,220 volts, 3-phase, 60-cycle.	Same as Ref. No. 52.	A.C., 110 volts, single-phase, 60-cycle; A.C., 220 volts, 3-phase, 60-cycle.
FIRE PROTECTION (Other than City)	Water line, hand extinguishers, and watchmen.	Same as Ref. No. 52.	Hydrants and hand extinguishers.
REMARKS	Marine Railway No. 1, capacity 800 tons, adjacent to lower side at inner end and Marine Railway No. 2, capacity 1,000 tons, adjacent to upper side at inner end. Face of pier is in line with faces of Ref. Nos. 51 and 53,and vessels can be moored across entrances to slips providing a total of 315 feet of berthing.	Sewer outlet located between lower 630-foot and upper 675-foot sections of wharf.	station on wharf from 100,000-capacity open storage area in rear. Coal is received by rail cars and unloaded by car dumper at a rate of 28 cars per hour; electric, belt-conveyor system transfers coal from car dumper to open storage area. One electric, traveling, coal-stacker reclaimer equipped with rotary, reclaiming, bucket wheel and stacker, conveyor boom serves open storage area. Coal also can be transferred directly from car dumper to vessel by conveyor system.

PIERS, WHARVES, AND DOCKS

Corps of Engineers Port Code No. 88 Port Arthur Harbor, Texas

REFERENCE NUMBER ON MAP	55 Dock Code No. 666	56 Dock Code No. 619
NAME	Sabine Towing & Transportation Co. Wharf.	Marine Fueling Service Slip and Wharf
LOCATION ON WATERFRONT	West side of Sabine-Neches Canal, approximately 0.1 mile above foot of Tait Avenue extended.	Near mouth, west side of Neches River, approximately 1.6 miles below the Port Arthur-Orange Rainbow Bridge
OWNED BY	Sabine Towing & Transportation Co	Marine Fueling Service, Inc.
OPERATED BY	do.	do.
PURPOSE FOR WHICH USED	Mooring and repairing company-owned towboats and barges; gas-freeing tank barges.	Receipt of petroleum products and liquid caustic soda; mooring towboats and tank barges, loading barges for fueling towboats in midstream, fueling various types of small vessels.
TYPE OF CONSTRUCTION	573-foot steel sheet pile bulkhead with solid fill, 245-foot, steel sheet plate bulkhead with solid fill, fronted by timber mooring dolphins; 315-foot timber bulkhead with solid fill; 200-foot row of timber mooring dolphins at right angle to upper end.	Two slips separated by irregular-shaped wharf, part timber and part steel sheet pile bulkhead with solid fill, and part natural bank.

DESCRIPTION	Face	Lower slip			Face of Wharf	Upper slip		
		Head	South side	North Side		Head	South Side	North side
Dimensions (Feet)	573+245+315+105	60	175	190	325+40+170	215	525	369
Depth Alongside at MLT Do.	16-7	7	7	7	9	12	12-15	12-15
Usable Berthing Space Do.	573+245+315+235 w/dolphins.	60	175	190	325+170	215	525	369
Width of Apron Do.	Open.	Open.			Open.	Open.		
Height of Deck Above MLT Do.	7	6			6	6		
Load Capacity per Sq.Ft. (Lbs.)	-	-			-	-		
Lighted or Unlighted	Lighted.	Lighted.						
TRANSIT SHEDS	None.	None.						
Number and Type of Construction								
Length and Width (Feet)								
Height Inside Do.								
Floor Area for Cargo (Sq.Ft.)								
Load Capacity per Sq.Ft. (Lbs.)								
Cargo Doors								

MECHANICAL HANDLING FACILITIES	One 10-ton, gasoline, mobile crane with 50-foot boom.	One 2-ton, gasoline, truck crane with 10-foot boom.
RAILWAY CONNECTIONS	None.	None.
HIGHWAY CONNECTIONS	Via private driveway (access), shell, 25-20 feet wide, from State Highway No. 87 (arterial).	Via Ferry and Yacht Club Roads (marginal and access), asphalt, 20 feet wide, from State Highway No. 87 (arterial).
WATER SUPPLY (Available to Vessels)	Through 8- and 4-inch lines with 2½-hose connections.	Through 8- and 6-inch lines with 2-inch hose connections.
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle.	A.C., 110 volts, single-phase, 60-cycle; A.C., 220 volts, 3-phase, 60-cycle.
FIRE PROTECTION (Other than City)	Water line, hose, hand extinguishers, and watchmen.	Water line, hose, chemical cart, hand extinguishers, and watchmen.
REMARKS	Marine repair plant machine, welding, carpenter, and electric shops located in rear.	One 2-inch pipeline extends from wharf to 3 steel, diesel fuel storage tanks, total capacity 430 barrels. One metered pump on wharf connected by pipeline to one 23-barrel, steel, gasoline storage tank. Reagent Chemical Co., Inc.: One 4-inch pipeline extends from south side of Upper Slip to 4 steel, liquid caustic soda storage tanks, total capacity 11,071 barrels.

Corps of Engineers Port Code No. 66288 Port Arthur Harbor, Texas

REFERENCE NUMBER ON MAP	57 Dock Code No. 637
NAME	Southwest Shipyard Slip.
LOCATION ON WATERFRONT	Near mouth, west side of Neches River, approximately 1.6 miles below the Port Arthur-Orange Rainbow Bridge.
OWNED BY	Marine Fueling Service, Inc.
OPERATED BY	Southwest Shipyard, Inc.
PURPOSE FOR WHICH USED	Mooring towboats, barges, and various types of small vessels for repair; mooring floating drydock; and gas-freeing and cleaning tank barges.
TYPE OF CONSTRUCTION	Slip approximately 600 by 300 feet formed by natural bank and fronted on: South side, by two 185- by 32-foot steel barges permanently moored and used as a 370-foot wharf; head of slip, one 200- by 32-foot steel barge permanently moored end to bank and used as pier; north side, 150-foot row of timber mooring dolphins.

DESCRIPTION	South Wharf		Drydock Pier			Row of dolphins
	Face	Each end	Face	South side	North side	
Dimensions (Feet)	370	32	32	200	200	150
Depth Alongside at MLT Do.	8	-	12	10	10	8
Usable Berthing Space Do.	370	-	32	200	100	150
Width of Apron Do.	Open.		Open.			
Height of Deck Above MLT Do.	2.5		4			-
Load Capacity per Sq.Ft. (Lbs.)	-		-			-

Lighted or Unlighted	Partly lighted.
TRANSIT SHEDS Number and Type of Construction	None.
Length and Width (Feet)	
Height Inside Do.	
Floor Area for Cargo (Sq.Ft.)	
Load Capacity per Sq.Ft.(Lbs.)	
Cargo Doors	
MECHANICAL HANDLING FACILITIES	Two diesel, crawler cranes: One 30-ton with 90-foot boom, and one 15-ton with 80-foot boom; one 2½-ton, gasoline, truck crane with 15-foot boom.
RAILWAY CONNECTIONS	None.
HIGHWAY CONNECTIONS	Via Ferry and Yacht Club Roads (marginal and access), asphalt, 20 feet wide, from State Highway No. 87 (arterial).
WATER SUPPLY (Available to Vessels)	Through 4- to 1½-inch lines with 3/4-inch hose connections.
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle.
FIRE PROTECTION (Other than City)	Water line, hose, pump, and hand extinguishers.
REMARKS	One 100-ton, floating drydock moored along north side of barge pier at head of slip. Marine repair plant located at rear.

OIL HANDLING AND OIL BUNKERING

Fourteen of the waterfront facilities described in this report are equipped to handle petroleum products. Gulf Oil Co. and Texaco, Inc., provide bunkering service to tankers berthed at 5 of their facilities; these facilities also are used for loading tank barges used in connection with bunkering large, oceangoing vessels at berth in the harbor. Texaco, Inc., also has pipeline connections on the Kansas City Southern Railway Co.'s Grain Shipping Wharf (P.W.D. Ref. No. 32) for providing bunkering service to vessels loading grain. Channel Marine Fuel Co., Marine Fueling Service, Inc., and Palmer Midstream Service, Inc., each operates a waterfront facility for loading tank barges which are used for fueling towboats in midstream. These barges and those that are used for bunkering vessels at berth in the harbor are described under "Floating Equipment" on page 41.

The tabulation below gives information on the facilities equipped to handle petroleum products; details are given in the table of Piers, Wharves, and Docks, beginning on page 13, under the reference numbers indicated. Tank storage at recreational craft service stations is not included.

OIL-HANDLING AND OIL-BUNKERING FACILITIES

P.W.D. REF. NO.	OPERATOR AND/OR USER	STORAGE TANKS	
		NUMBER	CAPACITY (BARRELS)
10	Scurlock Oil Co.....	12	636,000(1)
13(2)	Channel Marine Fuel Co.....	2	20,000
20	Sinclair-Koppers Co.....	9	226,120(3)
21(4) & 23(5)(6)	Gulf Oil Co.-U.S., Division of Gulf Oil Corp.....	889(9)	16,813,300
28	Warren Petroleum Corp.....	3	300,000

See footnotes at the end of tabulation.

OIL-HANDLING AND OIL-BUNKERING FACILITIES - Continued

P.W.D. REF. NO.	OPERATOR AND/OR USER	STORAGE TANKS	
		NUMBER	CAPACITY (BARRELS)
32(6), 34 (5)(6), 36(5)(6), 37(5)(6), & 38(5)(6)	Texaco, Inc.....	142(8)(9)	7,900,000
35(4)	Texaco, Inc.....	3	1,500
49(2)(4)	Palmer Midstream Service, Inc.....	6	25,595
56(2)(4)	Marine Fueling Service, Inc.....	4	453
	TOTAL.....	1,070	25,922,968

(1) Tanks located approximately 1.3 miles inland along State Highway No. 87.
(2) Loading tank barges for fueling towboats in midstream.
(3) Petrochemicals.
(4) Fueling towboats and/or other small vessels.
(5) Loading tank barges for bunkering vessels at berth.
(6) Bunkering tankers and/or vessels berthed at wharf.
(7) Liquefied petroleum gas.
(8) Seventy-seven tanks located on Terminal Island and 65 at oil refinery.
(9) Oil refinery.

GRAIN ELEVATORS

Cargill, Inc., operates 3, grain-handling wharves and a grain elevator at Port Arthur on the west side of Slip No. 3; the wharves and the elevator are owned by the Port Arthur Canal & Dock Co. (Kansas City Southern Railway Co.). The elevator, in rear of the Kansas City Southern Railway Co.'s Grain Shipping Wharf (P.W.D. Ref. No. 32), has a total storage capacity for 3,350,000 bushels and is equipped to receive and ship grain and soybean meal by water and rail. The elevator consists of a timber frame, metal-covered building having rectangular-shaped, wooden, storage bins with a capacity for 500,000 bushels, and 7, cylindrical, steel, storage tanks in rear with a total capacity for 2,850,000 bushels; 2, overhead, electric, belt-conveyor systems connect the storage tanks with the elevator building. Four, overhead, grain galleries, equipped with electric belt conveyors, extend from the elevator building to 4 steel towers on the wharf. Each tower is equipped with a loading spout, which provides a combined delivery rate of 20,000 bushels per hour to oceangoing vessels berthed along the face. Portable, electric grain trimmers are available as needed. The Grain Shipping Wharf provides 600 feet of berthing space with a 34-foot depth of water alongside at mean low tide.

The adjacent Kansas City Southern Railway Co.'s South Grain Wharf (P.W.D. Ref. No. 31), used primarily for the shipment of soybean meal, has 1,025 feet of berthing space with a 34-foot depth of water alongside at mean low tide. Soybean meal is received by rail hopper cars and is bottom-dumped at a rate of 12 cars per hour into 6 receiving pits under 2 tracks in rear of the wharf; an elevated, electric, belt-conveyor system extends from the rail car receiving pits and from the grain elevator to a vessel-loading spout on the wharf.

Incoming, waterborne grain is received by barge at the Kansas City Southern Railway Co.'s Grain Receiving Wharf (P.W.D. Ref. No. 33) and is unloaded by a marine leg at an average rate of 8,000 bushels per hour. A ground-level, electric, belt-conveyor system extends from the marine leg to the grain elevator.

Grain is unloaded from rail boxcars at the elevator by a car dumper in a car shed at a rate of 6 cars per hour. Cars can be loaded with grain for rail shipment by 2 loading spouts at a rate of 6,000 bushels per hour. Surface tracks of the Kansas City Southern Railway serve the elevator; one track along the east side of the elevator serves the car-loading spouts, and one track serves the car dumper at rear. These tracks join with adjacent storage yards.

WAREHOUSES

No public warehouses serve the waterfront at Port Arthur. The Port of Port Arthur Navigation District of Jefferson County, Texas, has a transit shed on its Public Ocean Terminal Wharf (P.W.D. Ref. No. 44) which is available for short-term storage of cargo. This shed provides 81,260 square feet of storage space and is served by rail tracks and improved streets or roadways.

OPEN STORAGE

The Port of Port Arthur Navigation District has approximately 100,000 square feet of open storage area on the upper portion of the Port of Greater Port Arthur, Public Ocean Terminal Wharf (P.W.D. Ref. No. 44). This area is available to the public and is served by rail tracks and improved streets and roadways.

Other operators with waterfront facilities at the port of Port Arthur have open storage areas to meet their own operational requirements; these areas usually are not available for public use.

FLOATING EQUIPMENT

D. M. Picton & Co., Inc., and Sabine Towing & Transportation Co., Inc., each operates 3, diesel-powered towboats for performing towing, docking, and undocking services for vessels at the ports of Port Arthur, Beaumont, and Orange. Towing services of these companies extend beyond the limits of the ports to points along the Gulf Intracoastal Waterway and the Gulf of Mexico. At the time of survey for this report, Sabine Towing & Transportation Co., Inc., had 2 additional towboats--"Hercules" and "Hermes"--with ratings of 1,200 and 1,600 horsepower, respectively, assigned to the port of Lake Charles, Louisiana. These

towboats also are available for towing services at the ports of Port Arthur, Beaumont, and Orange.

Four companies also operate 8 tank barges equipped with pumps for delivering bunker fuel and fresh water to vessels at berth in Port Arthur, Beaumont, and Orange Harbors, and for delivering diesel fuel and fresh water to towboats in midstream.

The floating cranes and derricks based at Port Arthur are described under the section "Hoisting Facilities - Ashore and Afloat," page 38 of this report.

Additional information on floating equipment can be obtained from Transportation Series Nos. 4 and 5, titled "Transportation Lines on the Mississippi River System and the Gulf Intracoastal Waterway" and "Transportation Lines on the Atlantic, Gulf, and Pacific Coasts," respectively. These reports, published annually by the Corps of Engineers, Department of the Army, describe the American flag vessels engaged in the carriage of freight and passengers, listing the net registered tonnage, length, width, draft, horsepower, carrying capacity, and other details of construction; and describe the operations of each vessel operator, listing the waterways used and the localities served. Copies of these publications are for sale by the District Engineer, U. S. Army Engineer District, New Orleans, P. O. Box 60267, New Orleans, La. 70160.

MARINE REPAIR PLANTS

Four marine repair plants with waterfront facilities are at the port of Port Arthur. Details of these repair facilities are found in the table of Marine Repair Plants on page 42. Each of the plants operates haul-out or drydocking facilities, which are described in the following section "Drydocks, Marine Railways, and Vertical Boat Lift."

Gulfport Shipbuilding Corp. (P.W.D. Ref. Nos. 39 thru 43) and Burton Shipyard, Inc. (P.W.D. Ref. Nos. 50 thru 53) are along the west side of the Sabine-Neches Canal. Each has fully equipped shops to produce shafts; makes above-waterline repairs of any nature to large, oceangoing vessels; builds large steel barges, offshore oil drilling platforms, tugs and towboats, workboats, fishing vessels,

and other types of small vessels; and repairs propellers up to 12 feet in diameter. These companies also have gas-freeing and tank-cleaning equipment.

The port of Port Arthur also has a number of plants without waterfront facilities which are engaged in various types of marine repair work. These companies maintain shops and portable equipment for making above-waterline repairs and for installing equipment, gear, and machinery on all types of vessels at berth.

DRYDOCKS, MARINE RAILWAYS, AND VERTICAL BOAT LIFT

Six floating drydocks, 2 marine railways, and a vertical boat lift are at the 4 waterfront marine repair plants. The floating drydocks have lift capacities ranging from 100 to 4,200 tons; haul-out capacities of the marine railways are 800 and 1,000 tons; and the lift capacity of the vertical boat lift is 14 tons.

Detailed descriptions of the floating drydocks and the marine railways are given in the tables on pages 43 and 44, respectively.

The vertical boat lift is owned and operated by Leomarine Service Co., 435 New Orleans Avenue, Port Arthur, Texas, and is at the company's plant on the west side of the canal parallel to the upper side of the approach to the Port Arthur-Orange Rainbow Bridge. It is electrically operated and has a lift capacity of 14 tons, a lift platform 40 feet long and 18 feet wide, and a water depth of 6.5 feet at mean high water when submerged.

HOISTING FACILITIES - ASHORE AND AFLOAT

General cargo at the port usually is handled to and from vessels by ships' tackle. However, shore-based, hoisting facilities with lifting capacities ranging up to 75 tons, and floating cranes and derricks with lifting capacities up to 250 tons are available to the public.

The following listing gives details of the hoisting equipment available for hire. Cranes, derricks, and special-handling equipment at other waterfront facilities

within the port area are for the sole use of the operating companies and are described under "Mechanical Handling Facilities" in the preceding table of Piers, Wharves, and Docks. Crawler and mobile cranes with lifting capacities of up to 150 tons also may be obtained from crane rental services for making heavy lifts within the port area.

Hoisting Facilities - Ashore

Port of Port Arthur Navigation District of Jefferson County, Texas. Public Ocean Terminal Wharf, P.W.D. Ref. No. 44.

One, electric, traveling, revolving, level-luffing, full-portal, gantry crane; lift capacity 75 tons at 75-foot outboard reach and 35 tons at 100-foot outboard reach.

Port Arthur Stevedores, P. O. Box 1367, Port Arthur, Texas.

*One, 40- and one, 35-ton, diesel, crawler cranes, each with 75-foot boom.

P. C. Pfeiffer Co., Inc., P. O. Box 57, Port Arthur, Texas.

*One, 50-ton, gasoline, mobile crane with 50-foot boom.

*One, 25-ton, diesel, mobile crane with 60-foot boom.

*One, 25-ton, diesel, crawler crane with 90-foot boom.

*One 15-ton, steam, locomotive crane with 60-foot boom.

*One, 4½-ton, gasoline, crawler crane with 60-foot boom.

Coastal Construction Co., Sabine Highway, Port Arthur, Texas, P.W.D. Ref. No. 17.

One, 35-ton, diesel, crawler crane with 100-foot boom.

*Cranes also are used at the ports of Beaumont and Orange.

Hoisting Facilities - Afloat

D. M. Picton & Co., Inc., P. O. Box 516, Port Arthur, Texas, P.W.D. Ref. No. 29.

One, 250-ton, A-frame derrick mounted on 125- by 44-foot, towed, steel barge, "Edward"; lift capacity, 250 tons at 13-foot outboard reach and 200 tons at 19-foot outboard reach.

One, stiff-leg derrick on bull wheel with 100-foot boom and 10-foot jib extension; mounted on a 120- by 44-foot, towed, steel barge, "Robert"; lift capacity, 50 tons with boom and 10 tons with jib extension.

Coastal Construction Co., Sabine Highway, Port Arthur, Texas, P.W.D. Ref. No. 17.

One, 50-ton, steam, revolving crane with 125-foot boom; mounted on a 87- by 45-foot, towed, steel barge, "No. 12 Rig."

One, 35-ton, diesel, crawler crane with 85-foot boom; mounted on a 90- by 30-foot, towed, steel barge, "No. 10 Rig."

One, 25-ton, steam, revolving crane with 85-foot boom; mounted on a 95- by 30-foot, towed, steel barge, "No. 1 Rig."

RAIL LINES

The Kansas City Southern Railway (Kansas City Southern Lines) and the Southern Pacific Company serve the port of Port Arthur, Texas.

FLOATING EQUIPMENT
(Available to the public)

(a) OPERATOR AND ADDRESS (b) BASE FROM WHICH OPERATED	NAME OR NUMBER AVAILABLE	DIMENSIONS OVERALL LENGTH (FEET)	DIMENSIONS OVERALL WIDTH (FEET)	DRAFT UNDER LOAD (FEET)	HOW OPERATED	HORSE-POWER	CARGO CAPACITY (BARRELS)	REMARKS
				TUGS AND TOWBOATS				
(a) D. M. Picton & Co., Inc. P. O. Box 516 Port Arthur, Texas (b) P.W.D. Ref. No. 29	E. M. Black	92.0	23.0	10.4	Diesel	1,600	-	Towing, docking, and undocking vessels in Port Arthur, Beaumont, and Orange Harbors.
	Stella II	92.0	23.0	10.4	Diesel	1,600	-	
	M. W. Storms	88.0	21.5	12.5	Diesel	900	-	
(a) Sabine Towing & Transportation Co., Inc. P. O. Box 1528 Port Arthur, Texas (b) P.W.D. Ref. No. 55	Ares	95.4	26.1	11.6	Diesel	1,600	-	Do.
	Thor	97.0	24.2	8.0	Diesel	1,350	-	Do.
	Trojan	90.0	22.0	9.0	Diesel	1,200	-	Do.
				TANK BARGES				
(a) Channel Marine Fuel Co. P. O. Box 1409 Port Arthur, Texas (b) P.W.D. Ref. No. 13	Patco 10	150.0	34.0	7.0	Towed	-	6,000	Carrying bunker fuel to vessels at berth in Port Arthur, Beaumont, and Orange Harbors.
	Enterprise	54.0	-	-	Towed	-	476	Carrying diesel fuel to towboats in midstream.
(a) Marine Fueling Service, Inc. P. O. Box 218 Port Arthur, Texas (b) P.W.D. Ref. No. 56	M.F.S. No. 3	205.8	40.5	9.4	Towed	-	10,000	Carrying bunker fuel to vessels at berth in Port Arthur, Beaumont, and Orange Harbors.
	M.F.S. No. 2 (1)	100.0	27.0	5.0	Towed	-	2,020(3)	Carrying diesel fuel and fresh water to towboats in midstream.
	Mobil Midstream (2)	115.0	30.0	6.5	Towed	-	2,857(3)	
(a) Palmer Midstream Service, Inc. P. O. Box 1665 Port Arthur, Texas (b) P.W.D. Ref. No. 48	Midstream Fueler II(2)	90.0	30.0	6.0	Towed	-	1,190(3)	Do.
	Midstream Fueler I(2)	90.0	30.0	6.0	Towed	-	1,190(3)	Do.
(a) Sabine Towing & Transportation Co., Inc. P. O. Box 1528 Port Arthur, Texas (b) P.W.D. Ref. No. 55	S. Co. 2	124.0	31.0	6.0	Towed	-	160 tons	Carrying fresh water to towboats in midstream and to vessels at berth in Port Arthur, Beaumont, and Orange Harbors.

(1) Also equipped with 8,000-gallon fresh water tank on deck.
(2) Also equipped with 10,000-gallon fresh water tank on deck.
(3) Diesel fuel.

MARINE REPAIR PLANTS

REF.NO.OF NEAREST PIER OR WHARF	39, 40, 41, 42, and 43	50, 51, 52, and 53
OPERATOR AND ADDRESS	Gulfport Shipbuilding Corp. P. O. Box D Port Arthur, Texas 77640	Burton Shipyard, Inc. P. O. Box 3636 Port Arthur, Texas 77640
LOCATION OF PLANT	West side of Sabine-Neches Canal, above Gulfgate Bridge.	West side of Sabine-Neches Canal, above foot of Stadium Road.
REPAIR SHOPS AND EQUIPMENT	Shops: Machine, pipe, electrical, boiler, carpenter, paint, rigging, sheet metal, steel fabrication, and propeller; mold loft; welding units; metalizing equipment; sandblasting and tank-cleaning equipment; two 4,200-, one 1,200-, and one 500-ton floating drydocks; workboats and barges; shipbuilding and side-launching ways; and cranes with capacities up to 65 tons.	Shops: Machine, pipe, steel fabrication, carpenter, propeller, electrical, and paint; mold loft; welding units; metalizing equipment; one 1,000- and one 800-ton marine railways; one 3,000-ton floating drydock; sandblasting and tank-cleaning equipment; shipbuilding and side-launching ways; and cranes with capacities up to 100 tons.
NATURE OF WORK UNDERTAKEN	Construction of tugs, dredges, workboats, various types of small vessels, offshore oil drilling platforms, and barges up to 420 feet in length; above-waterline repairs of any nature; below-waterline repairs to hulls up to capacity of drydocks; gas-freeing and cleaning tank barges.	Construction of tugs, workboats, various types of small vessels, large barges, and offshore oil drilling platforms; above-waterline repairs of any nature; below-waterline repairs to hulls up to capacity of marine railways and floating drydock; repair propellers; gas-freeing and cleaning tank barges.
LARGEST SHAFTS PRODUCED	Lathe: 54-inch swing by 65-foot bed.	Lathe: 36-inch swing by 31-foot bed.
LARGEST CASTINGS PRODUCED	By subcontract.	By subcontract.
VESSEL CAPACITY AT PLANT	One in each drydock; others at wharves.	One in drydock and one on each marine railway; others at wharves.
REMARKS	Repair work done at plant and on board vessels at any location in harbor.	Repair work done at plant and on board vessels at any location in harbor.

REF.NO.OF NEAREST PIER OR WHARF	57	-
OPERATOR AND ADDRESS	Southwest Shipyard, Inc. P. O. Box 3465 Port Arthur, Texas 77640	Leomarine Service Co. 435 New Orleans Avenue Port Arthur, Texas
LOCATION OF PLANT	Near mouth of west side of Neches River, about 1.6 miles below Port Arthur-Orange Rainbow Bridge.	West side of Construction Canal parallel to upper side of approach to Port Arthur-Orange Rainbow Bridge.
REPAIR SHOPS AND EQUIPMENT	Machine and carpenter shops; welding units; air compressors, steel fabrication and propeller repair equipment; one 100-ton floating drydock; sandblasting and tank-cleaning equipment; and one 30- and one 15-ton crawler cranes.	Machine, carpenter, and paint shops, welding units; portable powered tools; one 14-ton, vertical boat lift with 40- by 18-foot platform.
NATURE OF WORK UNDERTAKEN	Above- and below-waterline repairs of any nature to wood and steel hull vessels up to capacity of floating drydock; repairs to propellers; gas-freeing and cleaning tank barges.	Above- and below-waterline repairs to small wood, steel, and fiberglas vessels up to capacity of vertical boat lift; repair and installation of gasoline and diesel marine engines; welding work; painting and scraping; repair of small propellers.
LARGEST SHAFTS PRODUCED	13 feet by 6 inches.	None.
LARGEST CASTINGS PRODUCED	None.	None.
VESSEL CAPACITY AT PLANT	One in drydock; others at wharf, pier, and along row of dolphins.	One on vertical boat lift and 2 along bank of canal.
REMARKS	-	-

FLOATING DRYDOCKS

MOORED AT P.W.D. REF. NO.	40	41		
OWNED BY	Gulfport Shipbuilding Corp.	Gulfport Shipbuilding Corp.		
OPERATED BY	Gulfport Shipbuilding Corp.	Gulfport Shipbuilding Corp.		
ADDRESS	P. O. Box D, Port Arthur, Texas 77640	P. O. Box D, Port Arthur, Texas 77640		
LOCATION ON WATERFRONT	West side of Sabine-Neches Canal, above Gulfgate Bridge.			
TYPE OF CONSTRUCTION	Steel.	Steel.		
DIMENSIONS (FEET):	No. 4	No. 1	No. 2	No. 3
Length overall	282.3	282.3	112	160
Length on blocks	282	282	112	160
Width overall	88	88	49	55
Maximum clear width for vessel	70	70	35	43
Maximum depth over blocks, dock submerged	9	13	13	13
LIFTING CAPACITY (TONS)	4,200	4,200	500	1,200
MEAN RISE AND FALL OF TIDE (FEET)	1.0			
CRANE SERVICE	One 20-ton floating crane with 80-foot boom and 15-foot jib extension; one 25-, one 20-, and one 10-ton crawler cranes with 100-, 70-, and 50-foot booms, respectively; and one 15- and one 10-ton, mobile cranes with 30- and 25-foot telescoping booms, respectively.			
UTILITIES AVAILABLE	Fresh water, compressed air, oxygen, acetylene gas; A.C., 110/440 volts.			
LARGEST VESSEL HANDLED (FEET)	350 by 64	350 by 64	120 by 30	180 by 40
DATE BUILT AND/OR REBUILT	-	-	1950/-	-
REMARKS	Drydock moored along upper section of wharf.	Drydock moored along southwest side of slip.	Drydock moored along outer 100-foot section of northeast side of slip.	Drydock moored along inner 325-foot section of northeast side of slip.

MOORED AT P.W.D. REF. NO.	51	57
OWNED BY	DPA, Inc.	Southwest Shipyard, Inc.
OPERATED BY	Burton Shipyard, Inc.	Southwest Shipyard, Inc.
ADDRESS	P. O. Box 3636 Port Arthur, Texas 77640	P. O. Box 3465 Port Arthur, Texas 77640
LOCATION ON WATERFRONT	West side of Sabine-Neches Canal, about 0.85 mile above foot of Stadium Road.	Near mouth of west side of Neches River, about 1.6 miles below Port Arthur-Orange Rainbow Bridge.
TYPE OF CONSTRUCTION	Steel.	Steel.
DIMENSIONS (FEET):	No. 1	
Length overall	230	80
Length on blocks	200	60
Width overall	76	38.5
Maximum clear width for vessel	64	28.5
Maximum depth over blocks, dock submerged	12	7
LIFTING CAPACITY (TONS)	3,000	100
MEAN RISE AND FALL OF TIDE (FEET)	1.0	1.0
CRANE SERVICE	Five crawler cranes: One 100-ton with 100-foot boom; three 50-ton with 75-foot booms; and one 40-ton with 60-foot boom.	Two crawler cranes: One 30-ton with 90-foot boom; and one 15-ton with 80-foot boom.
UTILITIES AVAILABLE	Fresh water, compressed air, oxygen, acetylene gas; A.C., 110/220 volts.	Fresh water, compressed air; A.C., 110 volts.
LARGEST VESSEL HANDLED (FEET)	260 by 60	80 by 22
DATE BUILT AND/OR REBUILT	1959/-	1965/1968
REMARKS	Drydock moored along southwest side of slip.	Drydock moored along north side of pier at head of slip.

REF. NO. OF NEAREST PIER OR WHARF	52	
OWNED BY	DPA, Inc.	
OPERATED BY	Burton Shipyard, Inc.	
ADDRESS	P.O. Box 3636, Port Arthur, Texas 77640	
LOCATION ON WATERFRONT	West side of Sabine-Neches Canal, about 1.05 miles above foot of Stadium Road.	
TYPE	Crandall.	
DIMENSIONS (FEET)	No. 1	No. 2
Length of cradle	180	182
Length on blocks	180	182
Clear width of cradle at top of keel blocks.	41	43.7
Depth over keel blocks at M.H.W.		
Forward	-	4
Aft	11	16
HAULING POWER (TONS)	800	1,000
MEAN RISE AND FALL OF TIDE (FEET)	1.0	-
CRANE SERVICE	Five diesel, crawler cranes: One 100-ton with 100-foot boom; three 50-ton with 75-foot booms; and one 40-ton with 60-foot boom.	
UTILITIES AVAILABLE	Fresh water, compressed air, oxygen, acetylene gas; A.C., 110/220 volts.	
LARGEST VESSEL HANDLED (FEET)	230 by 50	
DATE BUILT AND/OR REBUILT	1956/-	1957/-
REMARKS	Sides of cradles can be removed for hauling-out, flat-bottomed vessels.	

OPERATOR AND/OR NAME OF FACILITY	PAGE NO.	MAP REF. NO.
Brown & Root, Inc.		
*Rosen Slip	14	4
Burton Shipyard, Inc.		
Marine Railway Pier	30	52
North Wharf	30	53
Slip	29	51
South Wharf	29	50
Cargill, Inc.		
Kansas City Southern Railway Co.		
Grain Receiving Wharf	23	33
Grain Shipping Wharf	23	32
*South Grain Wharf	23	31
Centex Materials, Inc., Wharf	28	48
Channel Marine Fuel Co.		
Fredeman Terminal Docks	17	13
Channel Shrimp Co., Wharf	13	2
Coastal Construction Co., Wharf	18	17
*Great Lakes Carbon Corp., Wharf	21	26
Gulf Oil Co.-U.S., Division of Gulf Oil Corp.		
Barge Loading Wharf	16	11
Barge Mooring	19	19
Barge Slip	21	25
Gangway Landing Wharf	20	24
Towboat Fueling Wharf	19	21
Upper Wharf, Berth O	20	22
Wharf Berths Nos. 1-6	20	23
Gulfport Shipbuilding Corp.		
Dry Dock Slip	26	41
Dry Dock Wharf	26	40
North Slip and Pier	27	43
North Wharf, Berths Nos. 1 and 2	26	42
South Wharf	25	39
Hydrocarbon Products Co., Inc., Wharf	21	27
Jones & Laughlin Steel Corp., Container Division		
Jones & Laughlin Steel Products Wharf.	18	16

*Various operators.

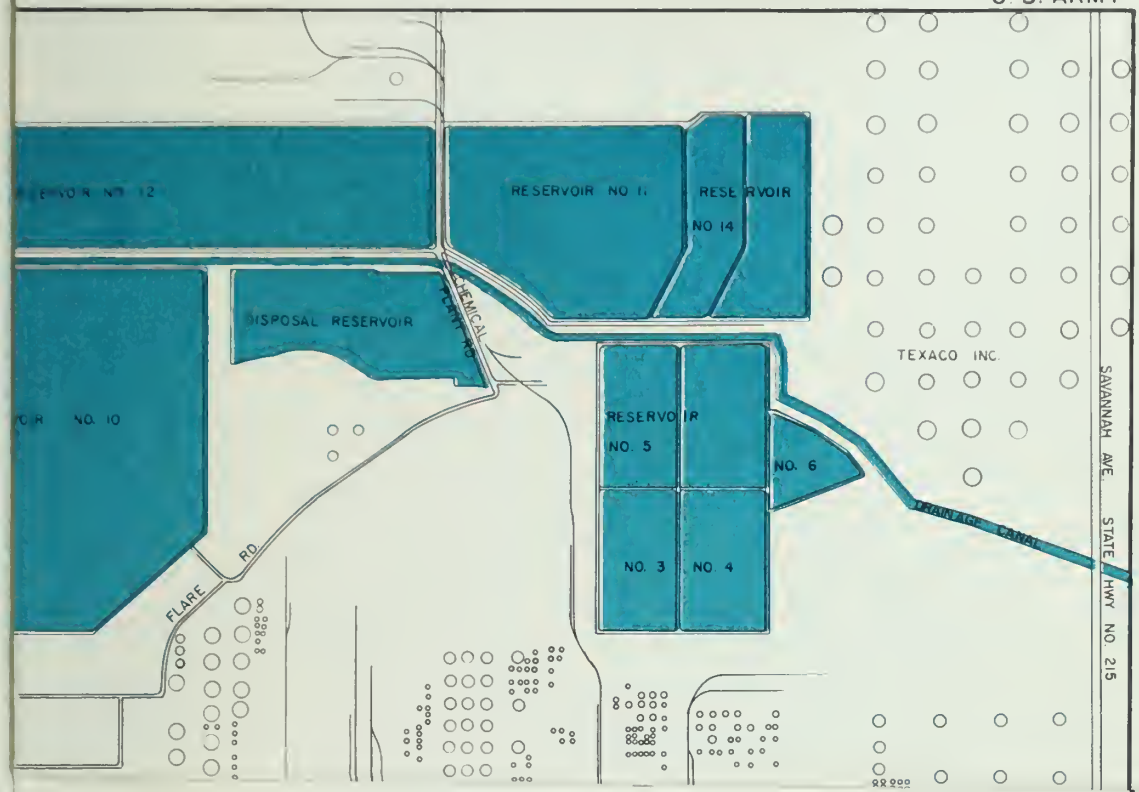
INDEX OF PIERS, WHARVES, AND DOCKS AT PORT ARTHUR, TEXAS

OPERATOR AND/OR NAME OF FACILITY	PAGE NO.	MAP REF. NO.
Kansas City Southern Railway Co.		
*Great Lakes Carbon Corp. Wharf	21	26
Service Dock	22	30
*South Grain Wharf	23	31
Lone Star Cement Corp., Wharf	18	18
Luhr-Midwest Construction Co., Inc.		
Southern Pacific Company Wharf	17	15
Marine Fueling Service, Inc., Slips and Wharf	31	56
Marine Mud Co., Inc.		
*Rosen Slip	14	4
Pabtex Corp. Wharf	30	54
Palmer Midstream Service, Inc.		
Shell Fueler Dock	29	49
Picton, D. M., & Co., Inc.		
Slip No. 2 Wharf	22	29
Port of Port Arthur Navigation District of Jefferson County, Texas		
Port of Greater Port Arthur		
Public Ocean Terminal Wharf	27	44
**Wharf.	27	45
Port Iron & Supply Co., Inc.		
*Rosen Slip	14	4
Quality Fish Co., Wharf	28	46
Sabine Ice & Fuel Co.		
*Sabine Development Co. Slip	13	3
Sabine Offshore Service, Inc., Wharf	15	8
Sabine Pilots, Wharf	13	1
Sabine Seafoods		
*Sabine Development Co. Slip	13	3
Sabine Towing & Transportation Co., Wharf	31	55
Scurlock Oil Co., Wharf	16	10
Sinclair-Koppers Co., Wharf	19	20
Southwest Shipyard, Inc., Slip	32	57
Spence & Howe Construction Co., Pier	17	14

*Various operators.
**Not operated and not used.

OPERATOR AND/OR NAME OF FACILITY	PAGE NO.	MAP REF. NO.
Texaco, Inc.		
Towboat Wharf	24	35
Wharf No. 1, Berths 5, 6, and 7	24	36
Wharf No. 2, Berths 1 and 2	25	38
Wharf No. 3, Berths 8, 9, 10, and 11	24	34
Wharf No. 4, Berths 3 and 4	25	37
Texas Menhaden Co.		
Mooring Wharf	14	6
Slip	14	5
Wharf	15	9
United States Government		
U. S. Army		
Corps of Engineers		
Slip	28	47
U. S. Coast Guard		
Wharf	15	7
U. S. Steel Products Division, Wharf	16	12
Warren Petroleum Corp., Wharf	22	28

47 A
U. S. ARMY



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ONS IN TEXT.
PROJECT DEPTHS, FOR
S SEE TEXT PAGE NO. 5.
S CROSSHATCHED BUILDINGS.

PORT FACILITIES AT PORT ARTHUR, TEXAS

BOARD OF ENGINEERS FOR RIVERS AND HARBORS
WASHINGTON, D. C.

SCALE OF FEET
500 0 500 1000 1500 2000 2500

SUBMITTED:
William B. Glennon
CHIEF, PORT FACILITIES DIVISION

APPROVAL RECOMMENDED:
W. A. Connelly
EXECUTIVE ASSISTANT

FIELD DATA AS OF MAY 1969

APPROVED
A. D. Nelson
COLONEL, CORPS OF ENGINEERS, U.S.A.

DATA BY R.A.S.
DRAWN BY W.E. McC.

PORT FACILITIES AT PORT ARTHUR, TEXAS

BOARD OF ENGINEERS FOR RIVERS AND HARBORS
WASHINGTON, D.C.

SCALE OF FEET
500 0 500 1000 1500 2000 2500

SUBMITTED:
William F. Marquardt
CHIEF, PORT FACILITIES DIVISION

APPROVED
A. D. Welch
COLONEL, CORPS OF ENGINEERS, U.S.A.

APPROVAL RECOMMENDED:
W. E. Bonnelly
EXECUTIVE ASSISTANT

FIELD DATA AS OF MAY 1969

DATA BY R.A.S.
DRAWN BY W.E.McC.

LEGEND

- CUSTOM HOUSE
- GENERAL CARGO TERMINALS DOMESTIC TRADE
- GENERAL CARGO TERMINALS FOREIGN TRADE
- STEEL & STEEL PIPE HANDLING
- CONTAINER HANDLING
- CHEMICAL HANDLING
- FISH & FISH OIL HANDLING
- OIL & PETROLEUM PRODUCTS HANDLING
- OIL BUNKERING
- PETROLEUM COKE & COAL HANDLING
- DRYDOCKS
- MARINE RAILWAYS
- MARINE REPAIR PLANTS
- SHIPBUILDING PLANTS
- RAILWAY FREIGHT STATIONS
- FERTILIZER PRODUCTS HANDLING
- STONE, ROCK, SHELL, SAND & DRILLING MUD HANDLING
- GRAIN HANDLING
- GRAIN ELEVATORS

NUMERALS REFER TO DESCRIPTIONS IN TEXT.
CHANNEL DEPTHS SHOWN ARE PROJECT DEPTHS. FOR DATA ON CONTROLLING DEPTHS SEE TEXT PAGE NO. 5.
TRANSIT SHEDS ARE SHOWN AS CROSSHATCHED BUILDINGS.

PORT ARTHUR
SABINE AND SABINE PASS
GULF OF MEXICO TO NECHES RIVER
SCALE OF FEET
3000 1500 0 3000 6000 9000

LOCATION MAP
SCALE OF MILES
100 50 0 100 200

THE PORT OF BEAUMONT, TEXAS

PORT AND HARBOR CONDITIONS

LOCATION AND GENERAL DESCRIPTION

The port of Beaumont, Texas, is on the Neches River, a part of the Sabine-Neches Waterway, described in the Port Arthur section of this report. The city of Beaumont, at the upper limits of the Neches River Channel, is about 43 nautical miles from the Gulf of Mexico, 108 nautical miles east of Galveston, Texas, and, by way of the Southwest Pass, Mississippi River, 456 nautical miles west of New Orleans, Louisiana. Several bends of the Neches River have been eliminated by cutoff channels between the mouth of the river and Beaumont.

The port's waterfront facilities are along the right bank of the Neches River for a distance of about 19 miles; on the north side of the Beaumont Turning Basin; and on Brakes Bayou. The principal waterborne commodities handled at the port are crude petroleum, petroleum products, chemicals, liquid sulphur, and wheat.

HARBOR AND CHANNEL IMPROVEMENTS BY THE UNITED STATES

The existing project covering the Sabine-Neches Waterway is described in the Port Arthur section of this report.

ANCHORAGES

There are no anchorages at Beaumont, and only emergency anchorage is permitted in the Neches River. Vessels may tie up to the banks of the river for a limited period provided permission is obtained from the District

Engineer, U. S. Army Engineer District, Galveston, Texas. There is temporary anchorage in the bends of the old river below the town of Port Neches and west of the cutoff channel about one mile above the McFadden Bend Cut-off Channel. There is little swinging room.

A barge assembly basin, 2,200 feet long and 350 feet wide, for the temporary mooring of barges of tows, is in the bend of the old river northward of Deer Bayou. Concrete moorings spaced about 175 feet apart are along the northeast side of the basin.

Restricted anchorage areas have been established by Federal Regulation in the Neches River for vessels in the reserve fleet of the United States Maritime Administration and are defined as follows:

> (1) In the old Neches River Channel northerly of the Smiths Bluff Cut-off, excluding those waters within 1,000 feet of the near bottom edge of the Sabine-Neches Waterway.
>
> (2) The old Neches River Channel northerly of the McFadden Bend Cut-off, including the area between the cut-off and the old Neches River Channel dredged by the United States Maritime Administration, and excluding those waters within 500 feet of the near bottom edge of the Sabine-Neches Waterway.

No vessels or other watercraft, except those owned or controlled by the United States Government, are permitted to cruise or anchor between Reserve Fleet units, within 500 feet of the end vessels in each Reserve Fleet unit, or within 500 feet of the extreme units of the fleets, unless specific permission to do so has first been granted in each case by the enforcing agency.

BRIDGES

Bridges crossing the navigable channels of the Sabine-Neches Waterway are described in the Port Arthur section of this report.

WEATHER CONDITIONS

The climate of Beaumont is humid subtropical with warm summers and abundant rainfall. The Gulf of Mexico dominates the climate of the region and accounts for the high humidity and high average rainfall. The prevailing winds are southerly from February through August and northerly from September through January. Cold air masses are greatly moderated in severity by the time they reach southeastern Texas; however, they provide the stimulating effects of seasonal change.

Average annual rainfall is 54.77 inches, but considerable variation may occur from year to year. March is the driest month and July, the wettest.

Winter temperatures are exceptionally mild. In January, the coldest month, the minimum temperature drops to 32°F. or below on an average of one night in four. Daily maximum temperatures average 64.3°F. during the winter.

Violent winds may accompany thunderstorms or tropical cyclones, but such occurrences are infrequent.

The information given on the following page was compiled from the National Weather Service Station in Beaumont, Texas, and furnished by the Environmental Data Service, National Oceanic and Atmospheric Administration, U. S. Department of Commerce, for use in this report.

METEOROLOGICAL DATA FOR PERIOD OF RECORD

TIME	MEAN DAILY TEMPERATURE F.°		MEAN TOTAL PRECIPITATION (INCHES)
	MAXIMUM	MINIMUM	
Number of Years	30	30	30
January.....	62.5	43.6	4.57
February.....	65.8	46.7	4.38
March.....	71.4	51.4	2.82
April.....	78.8	60.1	4.43
May.....	85.9	67.7	4.79
June.....	91.6	73.3	4.75
July.....	93.3	75.5	5.71
August.....	93.2	74.7	5.34
September.....	89.3	70.1	5.30
October.....	82.7	60.5	3.19
November.....	71.2	50.4	4.54
December.....	64.6	45.2	4.95
Year	79.2	59.9	54.77

Union Oil Co. of Calif., Main Wharf
(P.W.D. Ref. No. 18).

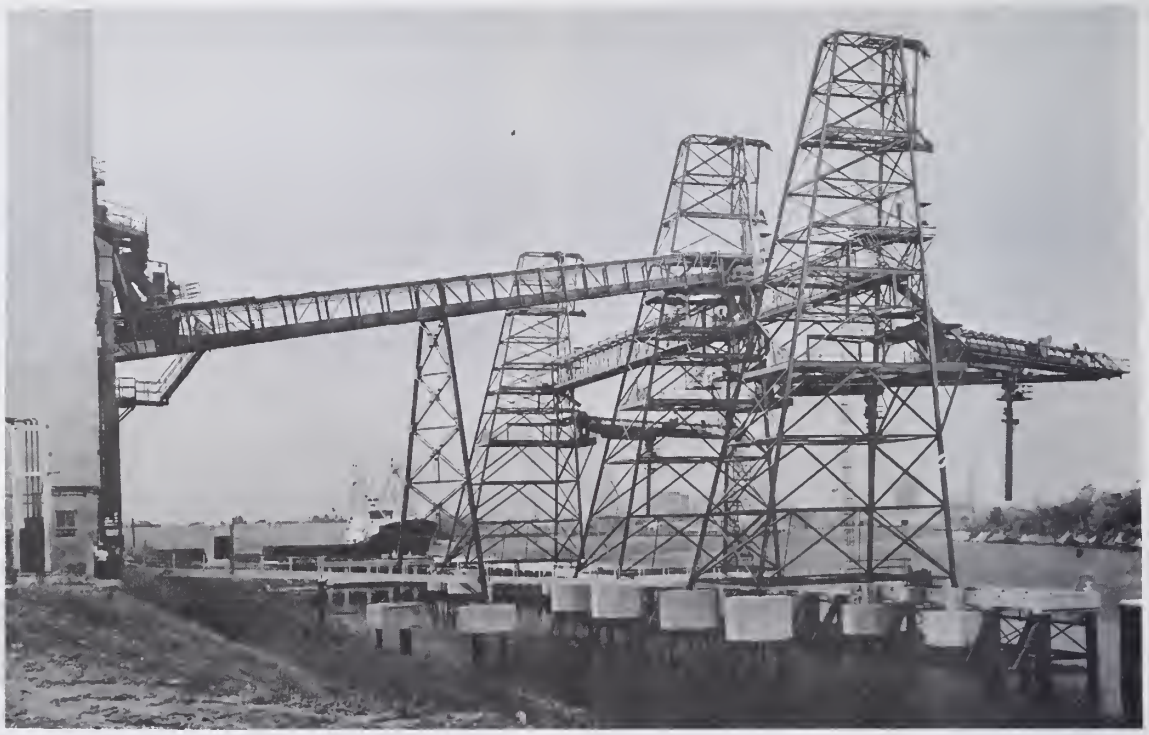
Texas Gulf Sulphur Co., Dry Bulk Sulphur Dock
(P.W.D. Ref. No. 28).

Mobil Chemical Co., Base Plant Wharf
(P.W.D. Ref. No. 37).

Port of Beaumont Navigation District,
Berths Nos. 5 and 6 Wharf
(P.W.D. Ref. No. 50).

Bethlehem Steel Corp., South Wharf
(P.W.D. Ref. No. 57).

Bethlehem Steel Corp., Drydock Pier
(P.W.D. Ref. No. 58).



Port of Beaumont Navigation District, Berth No. 10, Grain Wharf
(P.W.D. Ref. No. 43).

Port of Beaumont Navigation District, Berths Nos. 8 and 9 Wharf
(P.W.D. Ref. No. 44).

PORT AND HARBOR FACILITIES

PIERS, WHARVES, AND DOCKS

Sixty-one piers, wharves, and docks are described in this report for the port of Beaumont, Texas. Forty of these facilities are along a 19-mile section of the Neches River, extending from above its mouth at Sabine Lake to below the U. S. Highway No. 90 Bridge upstream; 10, on slips, basins, and a canal extending from the right side of the river; 3, on the Old River opposite Smith Island; 2, on Old Channel opposite Harbor Island; 3, on the northerly side of the Beaumont Turning Basin; and 3, on Brakes Bayou. Each facility is described under a reference number in the table of Piers, Wharves, and Docks beginning on page 58. These reference numbers designate facility locations on the accompanying Port Facilities Map on page 93A.

The following list summarizes the piers, wharves, and docks at the port by primary purpose for which used or type of service offered:

PRIMARY PURPOSE FOR WHICH USED	NO.
Cargo handling:	
Bulk cement, creosote, dry bulk sulphur, grain, liquid fertilizer, and sulphuric acid (one each)	6
General cargo:	
By barge	1
Foreign and domestic trades	6(1)
Liquid sulphur	2
Petroleum products, crude oil, petrochemicals, asphalt, chemicals, and caustic soda	25

(See footnote at end of tabulation.)

PRIMARY PURPOSE FOR WHICH USED	NO.
Cargo handling: - Continued	
Shell, sand, gravel, and limestone.....	4
Shipment of sections of offshore oil well drilling rigs by barge.....	1
Marine services and repairs:	
Mooring.....	6
Mooring in connection with marine repair, conversion, and outfitting; and gas-freeing and cleaning tank barges.....	9
Not used at time of survey.....	1
TOTAL.....	61

(1) Three also are used for handling containerized cargo; 2, for handling dry bulk commodities; one, for receipt of grain; and one, for receipt of molasses.

Waterfront facilities in the port area used exclusively by recreational craft are not included in this report.

The Port of Beaumont Navigation District of Jefferson County, Texas, owns and operates the facilities engaged in handling general and containerized cargoes in foreign and domestic trades; and the Red River Barge Lines operates a wharf for handling general cargo by barge. A summary of these facilities is given on the following page.

SUMMARY OF GENERAL CARGO FACILITIES

P.W.D REF. NO.	NAME OF OPERATOR AND/OR TERMINAL	BERTHING SPACE (FEET)	DEPTHS ALONGSIDE AT MLT (FEET)	TRANSIT SHEDS	
				NUMBER	CARGO SPACE (SQ. FT.)
	Port of Beaumont Navigation District of Jefferson County, Texas				
44(1)	Berths Nos. 8 and 9.....	800	34	1	57,900
47(2)	Berth No. 1.....	580	30	-	-
48(2)	Berths Nos. 2 and 3.....	825	34	-	-
49	Berth No. 4.....	560	34	1	41,700
50	Berths Nos. 5 and 6.....	880	34	1	65,500
51(3)	Berth No. 7.....	570	34	1	55,000
52(4)	Red River Barge Lines.....	250	12-8	1	20,000
	TOTAL.....	4,465	-	5	240,100

(1) Also used for handling containerized cargo, lumber, steel, and grain.
(2) Also used for handling containerized cargo and dry bulk commodities.
(3) Also used for receipt of molasses.
(4) General cargo handled by barges only.

PIERS, WHARVES, AND DOCKS

Atreco, right bank, Neches River

[Port Arthur District, Port Arthur, No. 60056, Sabine-Neches Harbor, Texas]

REFERENCE NUMBER ON MAP	1 Dock Code No. 971	2 Dock Code No. 17	3 Dock Code No. 972
NAME	Sohio Pipe Line Co., Barge Dock.	Sohio Pipe Line Co., No. 1 Dock.	Sohio Pipe Line Co., Dock A.
LOCATION ON WATERFRONT	Approximately 0.2 mile above the Port Arthur-Orange Rainbow Bridge.	Approximately 0.4 mile above the Port Arthur-Orange Rainbow Bridge.	Approximately 0.5 mile above the Port Arthur-Orange Rainbow Bridge.
OWNED BY	Sohio Pipe Line Co.	Sohio Pipe Line Co.	Sohio Pipe Line Co.
OPERATED BY	do.	do.	do.
PURPOSE FOR WHICH USED	Receipt of crude oil by barge.	Receipt and shipment of crude oil, petroleum products, and petrochemicals; bunkering tankers berthed at wharf.	Receipt and shipment of crude oil, petroleum products, and petrochemicals; bunkering tankers berthed at wharf.
TYPE OF CONSTRUCTION	Timber pile, timber-decked, offshore wharf with 120- by 10-foot timber approach; timber mooring dolphins in line with face.	Steel pile, steel reinforced, concrete-decked, offshore wharf with 152- by 12-foot approach; timber mooring dolphins in line with face; angular-shaped catwalk extends from lower side to mooring dolphin and to shore.	Timber pile, timber-decked, offshore wharf with 165- by 11-foot approach; timber mooring dolphins in line with face; angular-shaped timber catwalk extends from lower side to mooring dolphin and to shore.
DESCRIPTION	Face / Lower side / Upper side	Face / Lower side / Upper side	Face / Lower side / Upper side
Dimensions (Feet)	24 / 16 / 16	512 / 30 / 30	223 / 18 / 18
Depth Alongside at MLT Do.	12 / - / -	39 / - / -	39 / - / -
Usable Berthing Space Do.	235 w/dolphs. / - / -	550 w/dolphs. / - / -	550 w/dolphs. / - / -
Width of Apron Do.	Open.	Open.	Open.
Height of Deck Above MLT Do.	8	14	12.5
Load Capacity per Sq.Ft. (Lbs.)	-	2,000	500
Lighted or Unlighted	Lighted.	Lighted.	Lighted.
TRANSIT SHEDS	None.	None.	None.
Number and Type of Construction			
Length and Width (Feet)			
Height Inside Do.			
Floor Area for Cargo (Sq.Ft.)			
Load Capacity per Sq.Ft. (Lbs.)			
Cargo Doors			
MECHANICAL HANDLING FACILITIES	One pneumatic-operated, mast-and-boom derrick with two 30-foot booms for handling hose.	Five electric- and pneumatic-operated, mast-and-boom derricks for handling hose; 4 with two 42-foot booms and one with three 42-foot booms.	Seven electric- and pneumatic-operated, mast-and-boom derricks for handling hose; 2 with three 40-foot booms, 2 with two 40-foot booms, and 4 with one 40-foot booms.
RAILWAY CONNECTIONS	Plant trackage serving oil refinery in rear connects with Kansas City Southern Railway.	Same as Ref. No. 1.	Same as Ref. No. 1.
HIGHWAY CONNECTIONS	Via private driveway (access), asphalt, 18 feet wide, from Atlantic Road (arterial-State Highway FM 366), paved.	Same as Ref. No. 1.	Same as Ref. No. 1.
WATER SUPPLY (Available to Vessels)	None.	Through 4-inch line with hose connections.	Same as Ref. No. 2.
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle.	A.C., 110 volts, single-phase, 60-cycle; A.C., 440 volts, 3-phase, 60-cycle.	None.
FIRE PROTECTION (Other than City)	Water line, monitor nozzle on approach, pumps, hose, hand extinguishers, and watchmen.	Water line, monitor nozzle on approach, hydrants, hose, pumps, chemical carts, and watchmen.	Same as Ref. No. 2.
REMARKS	Approximately 150 feet east of wharf, a timber catwalk extends from shore to timber mooring dolphin which is used as tie-up for towboats. One 10-inch pipeline extends from wharf to 25 steel, crude oil storage tanks in rear, total capacity 1,638,000 barrels.	Two 18-, three 16-, two 12-, one 10-, two 8-, and one 6-inch pipelines extend from wharf and joins with one 18-, three 16-, one 10-, three 8-, and one 6-inch pipelines extending to 83 steel storage tanks at oil refinery in rear, total capacity 3,923,000 barrels; and to crude oil storage tanks described under Ref. No. 1. One additional 12-inch ballast pipeline extends from wharf to 3 steel, ballast water storage tanks mentioned under Ref. No. 3.	Two 18-, three 16-, three 12-, one 10-, and two 8-inch pipelines extend from wharf and join with one 18-, three 16-, one 10-, three 8-, and one 6-inch pipelines extending to storage tanks described under Ref. Nos. 1 and 2. One additional 12-inch ballast pipeline extends from wharf to 3 steel, ballast water storage tanks in rear.

PIERS, WHARVES, AND DOCKS

NAME	[illegible] Pipeline Co., Dock 1	Jefferson Chemical Co., Inc.	[illegible] Co., Dock 1
LOCATION	[illegible] at [illegible] mile [illegible] Sabine-Neches Canal	East Channel, west of upper end of cut-off channel.	East Channel, approximately 0.8 mile west of upper end of cut-off channel.
OWNED BY	[illegible] Pipeline Co.	Jefferson Chemical Co., Inc.	[illegible] Co.
OPERATED BY	Do.	Do.	Do.
PURPOSE FOR WHICH USED	Receipt of crude oil, receipt and shipment of petroleum products and petrochemicals by barge	Shipment of petrochemicals and liquid caustic soda	Receipt of crude oil and petroleum products, shipment of petroleum products and bulk asphalt.
TYPE OF CONSTRUCTION	Timber pile, timber-decked, offshore wharf with 185- by 10-foot timber approach, timber mooring dolphins in line with face, angular-shaped timber catwalk extends from rear of wharf end to mooring dolphin and shore.	Timber pile, timber-decked, offshore wharf with 110- by 20-foot approach, one rectangular-shaped, steel pile, timber-decked, breasting dolphin at each side, and one timber mooring dolphin located 170 feet above upper side.	Timber pile, timber-decked, offshore wharf with one 85- by 6-foot approach near lower end and one 120- by 12-foot approach with 10-foot wide pipeline trestle alongside to upper end (See Remarks).

DESCRIPTION	Face	Lower side	Upper side	Face	Rear of face	Lower and upper sides	Face	Lower side	Upper side
Length (Feet)	37	8	18	160	70 and 70	7, each	650	24	24
Depth Alongside at MLT Ft.	36	-	-	40	14	-	38	-	-
Usable Berthing Space Ft.	4 w/dolphs.	-	-	330 w/dolphs.	200 and 200	-	1,460 w/dolphs.	-	-
Width of Apron Ft.	Open.			Open.			Open.		
Height of Deck Above MLT Ft.	12.5			10, approx.			8.5		
Load Capacity per Sq.Ft. (Lbs.)	500			-			300		
Lighted or Unlighted	Lighted.			Lighted.			Lighted.		
TRANSIT SHEDS	None.			None.			None.		
Number and Type of Construction									
Length and Width (Feet)									
Height Inside Ft.									
Floor Area for Cargo (Sq.Ft.)									
Load Capacity per Sq.Ft. (Lbs.)									
Cargo Doors									

MECHANICAL HANDLING FACILITIES	Six pneumatic-operated, mast-and-boom derricks, each with 30-foot boom for handling hose.	One swivel-jointed, pipeline loading arm with 6-inch hose connection; and one elevated steel structure supporting electric-operated mast with 15-foot, horizontal, boom derrick for handling hose.	Two hand-operated, mast-and-boom derricks, each with 50-foot boom for handling hose.
RAILWAY CONNECTIONS	Plant trackage serving oil refinery in rear connects with Kansas City Southern Railway.	None.	Plant trackage serving oil refinery in rear connects with Kansas City Southern Railway.
HIGHWAY CONNECTIONS	Via private driveway (access), asphalt, 18 feet wide, from Atlantic Road (arterial-State Highway FM 366), paved.	Via private driveway (access), asphalt, 20 feet wide, from Atlantic Road (arterial-State Highway FM 366), paved.	Via private driveway (access), shell, 15 feet wide, from Port Neches Avenue, asphalt, 15 feet wide.
WATER SUPPLY (Available to Vessels)	Through 4-inch line with hose connections.	None.	Through 2-inch line with hose connections.
ELECTRIC CURRENT (Available to Vessels)	None.	A.C., 110 volts, single-phase, 60-cycle.	None.
FIRE PROTECTION (Other than City)	Water line, monitor nozzle on approach, hydrants, hose, pumps, chemical carts, and watchmen.	Electric pump, pipeline with hose connections, monitor nozzles, and chemical carts.	Pumps, water line, hydrants, hose, hand extinguishers, foam generators, and watchmen.
REMARKS	One 18-, two 16-, two 12-, one 10-, and four 8-inch pipelines extend from wharf and join with one 18-, three 16-, one 10-, three 8-, and one 6-inch pipelines extending to storage tanks described under Ref. Nos. 1 and 2. One additional 10-inch ballast pipeline extends from wharf to 3 steel, ballast water storage tanks described under Ref. No. 3.	Vessels load along face and barges along rear of face. Row of 4 timber and 2 rectangular-shaped, steel, mooring dolphins in rear of face forms two 200- by 60-foot barge slips. Two 6-inch pipelines extend from wharf to 8 steel, petrochemical storage tanks at chemical plant about 1.3 miles in rear; total capacity 135,000 barrels. One 6-inch pipeline extends from wharf to one 26,190-barrel, steel, caustic soda storage tank in rear; one 3-inch pipeline extends from tank to 2 additional caustic soda tanks at plant; total capacity 65,595 barrels.	Face of wharf fronted by row of fourteen 8-, 12-, and 16-foot, cylindrical, steel sheet pile, solid-filled, concrete-capped, breasting dolphins. Six 10-, two 8-, and one 6-inch pipelines extend from wharf to 58 steel storage tanks at oil refinery in rear, total capacity 3,800,000 barrels. One additional 8-inch ballast water pipeline extends from wharf.

PIERS, WHARVES, AND DOCKS

Port Neches, right bank, Neches River

Corps of Engineers Port Code No. 60056 Beaumont Harbor, Texas

REFERENCE NUMBER ON MAP	7 Dock Code No. 909			8 Dock Code No. 901			9 Dock Code No. 900
NAME	Texaco Port Neches No. 1 Dock.			Texas-U.S. Chemical Co. Wharf.			Neches Shell Co., Towboat Wharf.
LOCATION ON WATERFRONT	Approximately 0.7 mile west of upper end of Cut-off Channel.			Approximately 350 feet above foot of State Highway No. 136 extended.			West of foot of Neches Drive extended.
OWNED BY	Texaco, Inc.			Texas-U.S. Chemical Co.			F. I. Barber.
OPERATED BY	do.			Neches Butane Products Co.			Neches Shell Co.
PURPOSE FOR WHICH USED	Receipt of crude oil and petroleum products; shipment of bulk and packaged asphalt and petroleum products.			Receipt and shipment of petrochemicals by barge.			Mooring company-owned towboats.
TYPE OF CONSTRUCTION	Timber pile, timber-decked wharf; fronted by row of timber pile and cylindrical, steel sheet pile, solid-filled, concrete-capped breasting dolphins.			Timber pile, timber-decked, offshore wharf with 50- by 10-foot timber approach extending from timber bulkhead with solid fill; timber mooring dolphins in line with face.			Part timber and part steel plate bulkhead with solid fill; 2 timber mooring dolphins below lower end in line with face.
DESCRIPTION	Face	Lower side	Upper side	Face	Lower side	Upper side	Face
Dimensions (Feet)	518	60+24	50	81	34	34	200
Depth Alongside at MLT Do.	32	-	-	25	-	-	13
Usable Berthing Space Do.	1,000 w/dolphs.	-	-	125 w/dolphs.	-	-	250 w/dolphs.
Width of Apron Do.	15 and open			Open.			Open.
Height of Deck Above MLT Do.	8.5			12-10			8
Load Capacity per Sq.Ft. (Lbs.)	200 and 350			-			-
Lighted or Unlighted	Lighted.			Lighted.			Lighted.
TRANSIT SHEDS	One - frame construction; wood floor.			None.			None.
Number and Type of Construction							
Length and Width (Feet)	312 by 96 and 96 by 33						
Height Inside Do.	-						
Floor Area for Cargo (Sq.Ft.)	33,120						
Load Capacity per Sq.Ft. (Lbs.)	200 and 330						
Cargo Doors	Shipside: open; rear: open.						
MECHANICAL HANDLING FACILITIES	One pneumatic-operated, mast-and-boom derrick with 50-foot boom for handling hose.			Two pneumatic-operated, mast-and-boom derricks, each with 40-foot boom for handling hose.			One 1-ton, gasoline, truck crane.
RAILWAY CONNECTIONS	One 322-foot surface track extends through transit shed and one surface track along rear joins additional trackage serving oil refinery in rear; connects with Kansas City Southern Railway.			None.			None.
HIGHWAY CONNECTIONS	Via private driveway (access), shell, 15 feet wide, from Port Neches Avenue, asphalt, 15 feet wide.			Via private driveway (access), shell, varied widths, from Avenue A, asphalt, and State Highway No. 136, concrete, each 20 feet wide.			Via Neches Drive (access and approach), asphalt, 20 feet wide, from Avenue A, asphalt, 20 feet wide.
WATER SUPPLY (Available to Vessels)	Through 2-inch line with hose connections.			None.			Through 3/4-inch hose line.
ELECTRIC CURRENT (Available to Vessels)	None.			A.C., 110 volts, single-phase, 60-cycle.			A.C., 110 volts, single-phase, 60-cycle; A.C., 220 volts, 3-phase, 60-cycle.
FIRE PROTECTION (Other than City)	Pumps, water line, hydrants, hose, monitor nozzles, foam generator, hand extinguishers, and watchmen.			Pumps, water line, hose, hand extinguishers, and monitor nozzle on shore.			Hose line and hand extinguishers.
REMARKS	Two 10- and one 6-inch pipelines extend from lower end of wharf to storage tanks described under Ref. No. 6. One additional 8-inch ballast pipeline extends from wharf. Boathouse located between lower side of wharf and upper approach to Ref. No. 6.			Neches Butane Products Co.: One 6-inch pipeline extends from wharf to 6 steel, petrochemical storage tanks to plant about 1.0 mile in rear, total capacity 66,000 barrels. Ameripol, Inc.: One 6-inch pipeline connects with above-mentioned 6-inch line and extends to one 15,000-barrel, steel, petrochemical storage tank at plant about 0.5 mile in rear.			

PIERS, WHARVES, AND DOCKS

[illegible] Nueces, Light and Brazos Rivers

[illegible] Port Arthur, Texas

REFERENCE NUMBER ON MAP	13 Deck Code No. 809	14 Deck Code No. 808	15 Deck Code No. 17
NAME	Keown Supply Shell Co. Wharf	Neches Shell Co. Mooring	[illegible] Marine Service Wharf
LOCATION ON WATERFRONT	Approximately 100 feet west of foot of Main Street	Between foot of Bearing and Park Streets extended	Between foot of Woodlawn and Dallas Streets extended
OWNED BY	Keown Supply Shell Co.	Agnes Nall	Coastal Marine Service of Texas, Inc.
OPERATED BY	do.	Neches Shell Co.	do.
PURPOSE FOR WHICH USED	Receipt of sand, gravel, shell, and limestone screenings by barge for asphalt plant	Mooring company-owned floating equipment	Mooring vessels for repair. Berthing barges for repairing, outfitting, and tank cleaning
TYPE OF CONSTRUCTION	Remains of timber bulkhead with solid fill.	Slip formed by natural bank with adjustable ramp at inner end, one timber platform, and natural bank partly fronted by timber mooring piles.	1,250-foot timber bulkhead with solid fill; fronted by two 200- by 40-foot steel barges permanently moored to face. Additional berthing space available above wharf along 750-foot steel bulkhead with solid fill.

DESCRIPTION	Face	Slip	Platform	Mooring piles	Face	Lower side
Dimensions (Feet)	20, approx.	120 by 75	10 by 10	100	150+200+400+200+300	100
Depth Alongside at MLT Do.	10-5	13	8.5	8	15-25	15-0
Usable Berthing Space Do.	20, approx.	75	10	100	150+200+400+200+300	100
Width of Apron Do.	Open.	Open.	Open.	-	Open.	Open.
Height of Deck Above MLT Do.	8	-			12, barges; bulkhead, 4-16	
Load Capacity per Sq.Ft. (Lbs.)	-	-			-	
Lighted or Unlighted	Unlighted.	Unlighted.			Partly lighted.	
TRANSIT SHEDS	None.	None.			None.	
Number and Type of Construction						
Length and Width (Feet)						
Height Inside Do.						
Floor Area for Cargo (Sq.Ft.)						
Load Capacity per Sq.Ft. (Lbs.)						
Cargo Doors						

MECHANICAL HANDLING FACILITIES	One 80-ton, diesel, crawler crane with 70-foot boom and 4-cubic yard bucket; one 40-ton, diesel, crawler crane with 50-foot boom and 2-cubic yard bucket; one 3-cubic yard, diesel, front-end loader, one elevated, receiving hopper on wharf serves 24-inch, electric belt conveyor extending to stacking machine at open storage area in rear; and 2 truck-loading hoppers at rear of wharf.	None.	Two diesel crawler cranes, one with 110- and one with 45-foot boom; and one 5-ton, gasoline, mobile crane with 20-foot boom.
RAILWAY CONNECTIONS	None.	None.	None.
HIGHWAY CONNECTIONS	Via Main Street (approach), asphalt and shell, 20 feet wide, from Avenue A, asphalt, 20 feet wide.	Via Park Street (approach and access), asphalt and shell, 18 feet wide, from Avenue A, asphalt, 20 feet wide.	Via private entrance from Lee Avenue (marginal), asphalt, 20 feet wide.
WATER SUPPLY (Available to Vessels)	Through 3/4-inch hose line.	Through 2-inch line with hose connections.	Through 2-inch line with 2-inch hose connections.
ELECTRIC CURRENT (Available to Vessels)	None.	A.C., 110/220 volts, single-phase, 60-cycle.	A.C., 110 volts, single-phase, 60-cycle; A.C., 220/440 volts, 3-phase, 60-cycle; D.C., 440 volts.
FIRE PROTECTION (Other than City)	Hand extinguishers.	Hand extinguishers.	Water line, hose, and hand extinguishers.
REMARKS	Electric, belt-conveyor system extends from receiving pit at open storage area to asphalt plant in rear.	Trucks and crawler cranes are transferred to and from barges and beach-type landing craft via adjustable ramp.	Marine repair plant located in rear; company operates machine shop at 1051 Houston Avenue, Port Arthur, Tex. Steel barges are built at rear of upper section of wharf.

PIERS, WHARVES, AND DOCKS

Right bank, Neches River

Corps of Engineers Port Code No. 60056 Beaumont Harbor, Texas

REFERENCE NUMBER ON MAP	13 Dock Code No. 889			14 Dock Code No. 859			15 Dock Code No. 859		
NAME	Union Texas Petroleum Wharf.			Union Oil Company, Barge Cleaning Wharf.			Union Oil Company, Lower Barge Unloading Wharf.		
LOCATION ON WATERFRONT	Port Neches, between foot of Dallas and Marion Streets extended.			Smiths Bluff, approximately 1.0 mile between lower end of Smiths Bluff Cut-off.			Smiths Bluff, approximately 0.9 mile below lower end of Smiths Bluff Cut-off.		
OWNED BY	Union Texas Petroleum, Division of Allied Chemical Corporation.			Union Oil Company of California.			Union Oil Company of California.		
OPERATED BY	do.			do.			do.		
PURPOSE FOR WHICH USED	Receipt and shipment of petroleum products.			Mooring towboats; mooring barges for gas freeing and tank cleaning.			Receipt of crude oil by barge.		
TYPE OF CONSTRUCTION	Timber pile, timber-decked, offshore wharf with 375-foot timber catwalk and pipeline trestle approach to upper end; timber mooring dolphins in line with face.			Timber pile, timber-decked, offshore wharf with 74- by 4-foot timber approach; steel pipe pile mooring dolphins in line with face.			Timber pile, timber-decked, offshore wharf with 38- by 12-foot timber approach; steel pipe pile mooring dolphins in line with face.		
DESCRIPTION	Face	Lower side	Upper side	Face	Lower side	Upper side	Face	Lower side	Upper side
Dimensions (Feet)	60	14	14	9	14	14	50	12	12
Depth Alongside at MLT Do.	29	-	-	12	-	-	12	-	-
Usable Berthing Space Do.	280 w/dolphs.	-	-	85 w/dolphs.	-	-	250 w/dolphs.	-	-
Width of Apron Do.	Open.			Open.			Open.		
Height of Deck Above MLT Do.	8			8			7		
Load Capacity per Sq.Ft. (Lbs.)	-			-			-		
Lighted or Unlighted	Lighted.			Lighted.			Lighted.		
TRANSIT SHEDS	None.			None.			None.		
Number and Type of Construction									
Length and Width (Feet)									
Height Inside Do.									
Floor Area for Cargo (Sq.Ft.)									
Load Capacity per Sq.Ft. (Lbs.)									
Cargo Doors									
MECHANICAL HANDLING FACILITIES	One hand-operated, mast-and-boom derrick with 30-foot boom for handling hose.			None.			Two hand-operated, mast-and-boom derrick, each with 30-foot boom for handling hose.		
RAILWAY CONNECTIONS	None.			None.			None.		
HIGHWAY CONNECTIONS	Via private driveway (access and approach), shell, varied widths, from Lee Avenue (marginal), asphalt, 20 feet wide.			Via private driveway (access), concrete and shell, 20 and 18 feet wide, from State Highway No. 366.			Same as Ref. No. 14.		
WATER SUPPLY (Available to Vessels)	Through 4-inch line with 2½-inch hose connections for own use.			None.			None.		
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle.			A.C., 110 volts, single-phase, 60-cycle.			A.C., 110 volts, single-phase, 60-cycle; A.C., 220 volts, 3-phase, 60-cycle.		
FIRE PROTECTION (Other than City)	Water line, hose house in rear, chemical cart, hand extinguishers, and watchmen.			Hydrant in rear, hose, chemical cart, and hand extinguishers.			Same as Ref. No. 14.		
REMARKS	One 12- and one 10-inch pipeline with one 6- and one 4-inch return pipeline extends from wharf to 7 steel storage tanks in rear, total capacity 400,000 barrels.			One 6-inch water, one 4-inch steam, one 3-inch compressed air, and one 3-inch slop line serves wharf.			Two 12-inch pipelines extend from wharf and join at rear of Ref. No. 17 with one 12-, one 10-, and one 8-inch pipeline extending to storage tanks described under Ref. No. 18. In addition, one 6-inch water, one 6-inch steam, one 3-inch compressed air, and one 3-inch slop line serves wharf.		

PIERS, WHARVES, AND DOCKS

Smiths Bluff, Right Bank, Neches River

REFERENCE NUMBER ON MAP	16 Dock Code No. 859	17 Dock Code No. 861	18 Dock Code No. 860
NAME	Union Oil Company, Barge Wharf	Union Oil Company, Upper Barge Wharf	Union Oil Company, Main Wharf
LOCATION ON WATERFRONT	Approximately 0.86 mile below lower end of Smiths Bluff Cut-off	Approximately 0.8 mile below lower end of Smiths Bluff Cut-off.	Approximately 0.7 mile below lower end of Smiths Bluff Cut-off
OWNED BY	Union Oil Company of California	Union Oil Company of California	Union Oil Company of California
OPERATED BY	do.	do.	do.
PURPOSE FOR WHICH USED	Mooring barges.	Receipt of crude oil by barge.	Receipt of crude oil, shipment of bulk and packaged petroleum products and petrochemicals, bunkering tankers berthed at wharf.
TYPE OF CONSTRUCTION	Timber pile, timber-decked, offshore wharf with 35- by 5-foot approach; steel pipe pile mooring dolphins in line with face.	Timber pile, 2-level, timber-decked, offshore wharf with 75- by 8-foot timber approach; steel pipe pile mooring dolphins in line with face.	Concrete-encased, steel, H-pile, 2-level, concrete-decked, offshore wharf with one 150- by 20-foot and one 160- by 20-foot approaches fronted by steel helical coil springs with steel stringer fender system.

DESCRIPTION	Face	Lower side	Upper side	Face	Lower side	Upper side	Face	Lower side	Upper side
Dimensions (Feet)	20	6	6	50	38	38	1,170	50+190	100
Depth Alongside at MLT Do.	14	-	-	15	-	-	35	35-20	-
Usable Berthing Space Do.	225 w/dolphs.	-	-	230 w/dolphs.	-	-	1,170	-	-
Width of Apron Do.	Open.			Open.			50 and 85		
Height of Deck Above MLT Do.	7			See Remarks.			14.5, top deck; 4.5, lower deck.		
Load Capacity per Sq.Ft. (Lbs.)	-			-			600		
Lighted or Unlighted	Lighted.			Lighted.			Lighted.		
TRANSIT SHEDS	None.			None.			One - brick with concrete floor on lower section of wharf.		
Number and Type of Construction									
Length and Width (Feet)							275 by 160		
Height Inside Do.							18		
Floor Area for Cargo (Sq.Ft.)							16,500		
Load Capacity per Sq.Ft. (Lbs.)							600		
Cargo Doors							Shipside: three, 12- by 10-foot; east end: two; rear: three, 12- by 10-foot.		
MECHANICAL HANDLING FACILITIES	None.			Two hand-operated, mast-and-boom derricks, each with 30-foot boom for handling hose.			Portable conveyor system; five 2½-ton, gasoline and five 1½-ton, electric, fork lift trucks; one fixed, steam-operated crane with steel mast and two 50-foot booms on lower portion of wharf for loading barges; 4 elevated steel structures with walkways, each supporting 4 pneumatic-operated, mast-and-boom derricks for handling hose; and one similar structure along rear of face for serving barges.		
RAILWAY CONNECTIONS	None.			None.			Three platform-level tracks extend along rear of transit shed and canning plant, serve tank car loading rack in rear of transit shed, join additional trackage serving oil refinery in rear; connect with Kansas City Southern Railway.		
HIGHWAY CONNECTIONS	Via private driveway (access), concrete and shell, 20 and 18 feet wide, from State Highway No. 366.			Same as Ref. No. 16.			Via private driveway (access), concrete, 20 feet wide, from State Highway No. 366.		
WATER SUPPLY (Available to Vessels)	None.			None.			One 2-inch fresh water line, and one 3-inch boiler water line.		
ELECTRIC CURRENT (Available to Vessels)	None.			None.			None.		
FIRE PROTECTION (Other than City)	None.			Foam system and chemical carts.			Foam system, sprinkler system in transit shed and canning plant, fog nozzles under wharf, and chemical carts.		
REMARKS				Ten-foot wide section of wharf along face has height of 3 feet above MLT and remaining 28 feet at rear has a height of 7 feet. Two 8-inch pipelines extend from wharf and join with one 12-, one 10-, and one 8-inch pipeline extending to storage tanks described under Ref. No. 18. In addition, one 6-inch water, one 6-inch steam, one 3-inch compressed air, and one 3-inch slop line serves wharf.			Trucks have access to wharf apron. Additional 325 feet of berthing available along rear of lower section of face with 20-foot depth of water. One 3-story, 260- by 150-foot plant building adjacent to upper side of transit shed. Three 16-, six 12-, three 10-, three 8-, and twenty-nine 6-inch pipelines extend from wharf to 128 steel storage tanks at oil refinery in rear, total capacity 4,873,500 barrels.		

PIERS, WHARVES, AND DOCKS
Smiths Bluff, right bank, Neches River

Corps of Engineers Port Code No. 60056 Beaumont Harbor, Texas

REFERENCE NUMBER ON MAP	19 Dock Code No. 855	20 Dock Code No. 855	21 Dock Code No. 852
NAME	Sunoco Lube Oil Wharf.	Sunoco Package Wharf.	Sunoco Ship Loading Wharf.
LOCATION ON WATERFRONT	At entrance and on southeast side of Sun Oil Co. Slip.	On southeast side of Sun Oil Co. Slip, approximately 250 feet from entrance.	On southeast side of Sun Oil Co. Slip, approximately 420 feet from entrance.
OWNED BY	Sun Oil Co.	Sun Oil Co.	Sun Oil Co.
OPERATED BY	do.	do.	Sun Pipe Line Co.
PURPOSE FOR WHICH USED	Shipment of bulk lubricating oils and benzene by barge.	Receipt of packaged petroleum products.	Receipt and shipment of bulk lubricating oil; shipment of crude oil and benezene; bunkering tankers berthed at wharf.
TYPE OF CONSTRUCTION	Steel sheet pile bulkhead with solid fill.	Timber and steel pile, timber-decked, offshore wharf with 249- by 16-foot approach extending from company warehouse in rear. One cylindrical, steel sheet pile, solid-filled, concrete-capped, breasting dolphin at each side.	Steel pile, timber-decked, offshore wharf with 113- by 5-foot approach; fronted by 3 cylindrical, steel sheet pile, solid-filled, concrete-capped, breasting dolphins.

DESCRIPTION	19 Face	20 Face	20 Lower side	20 Upper side	21 Face	21 Lower side	21 Upper side
Dimensions (Feet)	55+138+55	8+23+19	28	28	144	37	44
Depth Alongside at MLT Do.	14	40	-	-	40	-	-
Usable Berthing Space Do.	138	95 w/dolphs.	(See Remarks)	-	200 w/dolphs.	(See Remarks)	-
Width of Apron Do.	Open.	Open.			Open.		
Height of Deck Above MLT Do.	5.8	20.4			12		
Load Capacity per Sq.Ft. (Lbs.)	-	500			500		
Lighted or Unlighted	Unlighted.	Lighted.			Lighted.		
TRANSIT SHEDS	None.	None.			None.		
Number and Type of Construction							
Length and Width (Feet)							
Height Inside Do.							
Floor Area for Cargo (Sq.Ft.)							
Load Capacity per Sq.Ft. (Lbs.)							
Cargo Doors							

MECHANICAL HANDLING FACILITIES	One hand-operated, mast-and-boom derrick with 20-foot boom for handling hose.	Packaged petroleum products are transported from wharf by 7 fork lift trucks, with capacities ranging from 2½ to 2 tons, and by small, gasoline-operated, flat bed cars on 2 connecting narrow-gage tracks extending full length of approach to 345- by 96-foot company warehouse in rear.	One steel structure on lower portion of wharf with five 50-foot booms for handling hose; and one steel frame structure on upper portion of wharf with two 50-foot and two 40-foot booms for handling hose.
RAILWAY CONNECTIONS	None.	One platform-level and one parallel surface track serves rear of company warehouse and tank car loading racks; connects with Kansas City Southern Railway.	None.
HIGHWAY CONNECTIONS	Via private driveway (access), asphalt, 16 feet wide, from State Highway No. 347 (arterial).	Same as Ref. No. 19.	Same as Ref. No. 19.
WATER SUPPLY (Available to Vessels)	None.	None.	One 3-inch fresh water line; boiler water is available.
ELECTRIC CURRENT (Available to Vessels)	None.	A.C., 110 volts, single-phase, 60-cycle.	None.
FIRE PROTECTION (Other than City)	Pumps, water line, hydrants, hose, hand extinguishers, and watchmen.	Pumps, water line, hydrants, hose, hand extinguishers, foam powder, chemical cart, fog nozzles, and watchmen.	Same as Ref. No. 20.
REMARKS	Two 6-inch pipelines extend from wharf to 60 steel, lubricating oil storage tanks in rear, total capacity 226,500 barrels; and one 6-inch pipeline extends from wharf to one 32,930-barrel, steel, benzene storage tank. In addition, one 2-inch compressed air and one 2-inch nitrogen line serves wharf.	Face of wharf and dolphins are in line with face of adjacent Ref. No. 21, providing for a total of 320 feet of berthing space. Two 20-inch pipelines extend from wharf and join with one 30- and two 16-inch pipelines extending to 41 steel, crude oil storage tanks at rear, total capacity 3,184,000 barrels; six 6- and two 8-inch pipelines extend from wharf to lubricating oil storage tanks described under Ref. No. 19; and one 6-inch pipeline extends from nearby Union Oil Co. refinery to wharf for bunkering vessels. In addition, one 16-inch ballast water, one 2-inch compressed air, and one 2-inch nitrogen line serves wharf.	Face of wharf and dolphins are in line with face of adjacent Ref. No. 20, providing for a total of 320 feet of berthing space. Stairway at lower side of wharf extends to catwalk extending along rear of face under wharf and along rear of breasting dolphins serving Ref. No. 20.

PIERS, WHARVES, AND DOCKS

Kansas-Oklahoma District

Corps of Engineers Port Code No. 6-356 Beaumont Harbor, Texas

REFERENCE NUMBER ON MAP	22 (Dock Code No. Ref.)	1 (Dock Code No. Ref.)	23 (Dock Code No. Ref.)
NAME	Sun Oil Co. Barge Wharf	Sun Oil Co. Wharf	
LOCATION ON WATERFRONT	Smiths Bluff, lower end of south side of Smiths Bluff Cut-off	Near upper end of south side of McFadden Bend Cut-off	Near upper end of south side of McFadden Bend Cut-off
OWNED BY	Sun Oil Co.	F. I. du Pont de Nemours & Co.	
OPERATED BY	Sun Pipe Line Co.	do.	
PURPOSE FOR WHICH USED	Receipt of crude oil by barge	Receipt of tetraethyl lead, methanol, and sulphuric acid, shipment of anhydrous ammonia, and methanol.	Receipt and shipment of petroleum products and petrochemicals.
TYPE OF CONSTRUCTION	Steel sheet pile bulkhead with solid fill, fronted by 11 timber breasting dolphins.	Offshore wharf. Three connected timber pile, timber-decked platforms, 120- by 11-foot timber approaches to lower and center platforms, fronted by 2 steel pile, concrete-capped, breasting dolphins and 10 timber breasting dolphins; timber walkways (Continued under Remarks)	Two timber pile lower-deck offshore wharves connected by 78- by 6-foot timber walkway and by 110-foot approach extending east side of wharf; faces of wharves are in line and fronted by timber fender piles
DESCRIPTION	Face / Lower side / Upper side	Faces of platforms / Lower sides / Upper sides	Faces / Lower sides / Upper sides
Dimensions (Feet)	205 / 35 / 35	65-70-47 / 30-30-20 / 30-30-20	46 and 48 / 23, approx. / 23, approx.
Depth Alongside at MLT Do.	14 / - / -	35 / - / -	13 / - / -
Usable Berthing Space Do.	450 w/dolphs. / - / -	785 w/dolphs. / - / -	46 and 48 / (See Remarks) / -
Width of Apron Do.	Open.	Open.	Open.
Height of Deck Above MLT Do.	5.5	12.8	12, approx.
Load Capacity per Sq.Ft. (Lbs.)	-	-	-
Lighted or Unlighted	Lighted.	Lighted.	Lighted.
TRANSIT SHEDS	None.	None.	None.
Number and Type of Construction			
Length and Width (Feet)			
Height Inside Do.			
Floor Area for Cargo (Sq.Ft.)			
Load Capacity per Sq.Ft. (Lbs.)			
Cargo Doors			
MECHANICAL HANDLING FACILITIES	Two stiff-leg derricks, each with 25-foot boom for handling hose.	Lower wharf: Two swivel-jointed, hydraulic-operated, pipeline loading arms; and one elevated steel structure supporting mast-and-boom derrick with 12-foot boom for handling hose. Center wharf: Two swivel-jointed, hand-operated, pipeline loading arms.	East wharf: One swivel-jointed, pipeline loading arm. West wharf: One hand-operated mast with horizontal boom derrick for handling hose and one elevated, steel, horizontal, I-beam supports hose connections for circulating barge coolants.
RAILWAY CONNECTIONS	None.	Plant trackage in rear connects with Kansas City Southern Railway.	Same as Ref. No. 23.
HIGHWAY CONNECTIONS	Via private driveway (access), asphalt, 16 feet wide, from State Highway No. 347 (arterial).	Via private driveway (access), concrete, 20 feet wide, from State Highway No. 347 (arterial).	Same as Ref. No. 23.
WATER SUPPLY (Available to Vessels)	Through 2-inch line with hose connections.	None.	None.
ELECTRIC CURRENT (Available to Vessels)	None.	A.C., 110 volts, single-phase, 60-cycle; A.C., 208/440 volts, 3-phase, 60-cycle.	A.C., 110 volts, single-hase, 60-cycle; A.C., 208 volts, 3-phase, 60-cycle.
FIRE PROTECTION (Other than City)	Pumps, water line, hydrants, hose, hand extinguishers, and watchmen.	Plant fire department, foam equipment, hydrants, hose, chemical carts, and hand extinguishers.	Same as Ref. No. 23.
REMARKS	Two 12-inch pipelines extend from wharf and join at rear with one 12- and one 10-inch pipeline extending to crude oil storage tanks described under Ref. No. 21. One additional 6-inch ballast line extends from wharf to a 60,000-barrel capacity, ballast water storage pit in rear.	extend from sides of lower and upper platforms along rear of dolphins. One 12-inch pipeline with one 6-inch vapor return pipeline extends to wharf from one 142,857-barrel, steel, anhydrous ammonia storage tank. One 16-inch pipeline extends from wharf to 2 steel, methanol storage tanks, total capacity 357,142 barrels; and one 8-inch crude methanol pipeline extends from wharf to plant. One 6- and one 4-inch pipeline extends from wharf to 2 steel, sulphuric acid storage tanks, total capacity 420,000 gallons. One 6- and one 4-inch pipeline extends from wharf to 7 steel, tetraethyl lead storage tanks, total capacity 41,191 barrels.	A row of 3 timber mooring dolphins extend along center of basin and 2 timber mooring dolphins along each side of basin forming 2 barge slips for mooring barges end-to faces of wharves. One 6- and one 4-inch pipeline extends from west wharf to 7 steel, propylene storage tanks, total capacity 9,284 barrels. One 8-inch pipeline extends to east wharf from aqueous waste storage basin in rear. In addition, shore cool facilities with 6-inch connections for barge coolant recirculating lines serve barges berthed at wharves.

PIERS, WHARVES, AND DOCKS
Right bank, Neches River

Corps of Engineers Port Code No. 60056 Beaumont Harbor, Texas

REFERENCE NUMBER ON MAP	25 Dock Code No. 803			26 Dock Code No. 797			27 Dock Code No. 788		
NAME	Maritime Administration Small Craft Pier.			Pan American Petroleum Corp., Wharf.			Texas Gulf Sulphur Co., Mooring Dock.		
LOCATION ON WATERFRONT	Inner end of channel extending from right bank of Neches River; entrance of channel near upper end of McFadden Bend Cut-off.			Approximately 0.4 mile above upper end of McFadden Bend Cut-off.			East side of private turning basin, approximately 1.0 mile above upper end of McFadden Bend Cut-off.		
OWNED BY	U.S. Government.			Pan American Petroleum Corp.			Texas Gulf Sulphur Co.		
OPERATED BY	U.S. Department of Commerce, Maritime Administration.			do.			do.		
PURPOSE FOR WHICH USED	Mooring small U.S. Government-owned vessels.			Receipt and shipment of petroleum products; shipment of crude oil.			Mooring vessels and barges.		
TYPE OF CONSTRUCTION	Timber pile, timber-decked pier; additional berthing available along 100-foot timber wharf at inner end of lower side and along sides of 40- by 6-foot timber pier above and parallel to upper side.			Timber pile, timber-decked offshore wharf fronted by timber mooring dolphins; one 210-, one 209-, and one 207-foot timber approach, each 12 feet wide, extends from 786- by 10-foot timber platform on shore in rear.			Offshore row of three 4.5-foot and four 2.5-foot, diameter, steel mooring dolphins; 274- by 6-foot steel truss walkway extends along rear of dolphins with 100- by 3-foot steel truss walkway approach from shore to south end (See Remarks).		
DESCRIPTION	Face	Lower side	Upper side	Face	Lower side	Upper side	Row of dolphins		
Dimensions (Feet)	20	208	253	1,066	26	26	413		
Depth Alongside at MLT Do.	25	25-20	25-20	36	-	-	35-37		
Usable Berthing Space Do.	20	208	253	1,212 w/dolphs.	-	-	413		
Width of Apron Do.	Open.			26 (See Remarks).	-	-	Open.		
Height of Deck Above MLT Do.	7.0			16 and 12.5 (See Remarks).			14.2, walkway along rear of dolphins.		
Load Capacity per Sq.Ft. (Lbs.)	500			200			-		
Lighted or Unlighted	Lighted.			Lighted.			Lighted.		
TRANSIT SHEDS	None.			None.			None.		
Number and Type of Construction									
Length and Width (Feet)									
Height Inside Do.									
Floor Area for Cargo (Sq.Ft.)									
Load Capacity per Sq.Ft. (Lbs.)									
Cargo Doors									
MECHANICAL HANDLING FACILITIES	One 1½-ton, gasoline, fork lift truck.			Six electric-operated, stiff-leg derricks for handling hose; 3 with 26-foot booms and 3 with 20-foot booms.			None.		
RAILWAY CONNECTIONS	None.			None.			None.		
HIGHWAY CONNECTIONS	Via road (access), concrete, 20 feet wide, from State Highway No. 347 (arterial).			Via private driveway (access and approach), 30-20 feet wide, from State Highway No. 347 (arterial).			Via private driveway (access), concrete and asphalt, 22 feet wide, from Beaumont-Port Arthur Highway (arterial-U. S. Highway Nos. 69, 96, 287).		
WATER SUPPLY (Available to Vessels)	Through 2-inch line with 1½-inch hose connections.			Through 4-inch line with 2½-inch hose connections.			Through 2-inch line with 1-inch hose connections.		
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle.			None.			None.		
FIRE PROTECTION (Other than City)	Fireboats, pumps, water line, hydrants, hose, hand extinguishers, and watchmen.			Foam system, pump, water line, hydrants, hose, monitors, chemical carts, and hand extinguishers.			Water line and hose.		
REMARKS	Channel from river is approximately 0.5 mile long and 150 feet wide. Building located at rear of wharf at inner end of lower side of pier. One 1½-inch pipeline extends to pier from one 300-gallon, steel, diesel fuel storage tank; used for fueling vessels.			Outer portion of wharf deck is 16 feet wide at height of 16 feet above MLT, and inner portion of wharf deck is 10 feet wide at height of 12.5 feet above MLT. Five 10-inch pipelines extend from wharf to 8 steel storage tanks in rear and from 79 additional storage tanks on west side of Beaumont-Port Arthur Highway (U.S. Highway No. 69), total capacity 4,798,000 barrels.			Fender strips on outer sides of mooring dolphins. The 274-foot walkway is located approximately 13 feet in rear of the three 4.5-foot dolphins and a 13- by 3-foot steel catwalk extends from walkway to each of the 3 dolphins.		

PIERS, WHARVES, AND DOCKS

Right bank, Neches River

Corps of Engineers Port Code No. 60056 Beaumont Harbor, Texas

REFERENCE NUMBER ON MAP	28 Dock Code No. 788	29 Dock Code No. 788	30 Dock Code No. 788
NAME	Texas Gulf Sulphur Co., Dry Bulk Sulphur Dock.	Texas Gulf Sulphur Co., Liquid Sulphur Dock.	Texas Gulf Sulphur Co., Liquid Sulphur Barge Dock.
LOCATION ON WATERFRONT	South side of private turning basin, approximately 1.0 mile above upper end of McFaddan Bend Cut-off.	West side of private turning basin, approximately 1.0 mile above upper end of McFadden Band Cut-off.	East side of private barge basin, approximately 1.0 mile above upper end of McFadden Bend Cut-off
OWNED BY	Texas Gulf Sulphur Co.	Texas Gulf Sulphur Co.	Texas Gulf Sulphur Co.
OPERATED BY	do.	do.	do.
PURPOSE FOR WHICH USED	Shipment of dry bulk sulphur.	Shipment of liquid sulphur	Shipment of liquid sulphur by barge.
TYPE OF CONSTRUCTION	Offshore row of four 4.5-foot and four 2.5-foot diameter, steel, mooring dolphins and two rectangular-shaped, 20- by 24-foot, steel pipe pile, timber-decked, breasting dolphins, each with fender strips. Three-foot wide steel truss walkway extends (Continued under Remarks)	Steel pipe pile, timber-decked, offshore wharf fronted by timber fender system; two 4.5-foot diameter, steel, mooring dolphins and one 40-foot, cylindrical, steel sheet pile, solid-filled, concrete-capped, turning dolphin in line with face. (Continued under Remarks)	Three timber pile, timber-decked offshore wharves in line with Ref. No. 29; faces of wharves are in line and fronted by steel pipe pile mooring dolphins; Wharves Nos. 2 and 3 are connected by 230- by 4-foot timber walkway. (Continued under Remarks)
DESCRIPTION	Row of dolphins	Face / Lower side / Upper side	Wharf No. 3 / Wharf No. 2 / Wharf No. 1
Dimensions (Feet)	565	31 / 32.5 / 32.5	40 by 12 / 50 by 12 / 40 by 20
Depth Alongside at MLT Do.	35-37	35-37 / - / -	18 / 17.5 / 15
Usable Berthing Space Do.	565	500 w/dolphs. / - / -	275 with dolphins, each wharf.
Width of Apron Do.	Open.	Open.	Open. / Open. / Open.
Height of Deck Above MLT Do.	15.6, walkway along rear of dolphins.	10.9	11.4, each wharf.
Load Capacity per Sq.Ft. (Lbs.)	-	-	-
Lighted or Unlighted	Lighted.	Lighted.	Lighted.
TRANSIT SHEDS	None.	None.	None.
Number and Type of Construction			
Length and Width (Feet)			
Height Inside Do.			
Floor Area for Cargo (Sq.Ft.)			
Load Capacity per Sq.Ft. (Lbs.)			
Cargo Doors			
MECHANICAL HANDLING FACILITIES	One elevated, electric, sulphur loading tower with hinged-cantilevered boom equipped with electric belt conveyor and vessel-loading spout with trimming head, capacity 1,000 tons per hour; tower is served by 42-inch wide, electric, belt-conveyor system extending from open area in rear. Bulk sulphur is reclaimed and transferred from storage bin to open area by bulldozer; a dragline crane transfers sulphur from open area to receiving hopper serving conveyors to main conveyor system to loading tower.	Elevated steel structure on wharf supporting 3 swivel-jointed, pipeline loading arms.	One elevated steel structure on each wharf supports one swivel-jointed, pipeline loading arm.
RAILWAY CONNECTIONS	Plant trackage serving liquid sulphur tank car loading racks connects with Kansas City Southern Railway.	Same as Ref. No. 28.	Same as Ref. No. 28.
HIGHWAY CONNECTIONS	Via private driveway (access), concrete and asphalt, 22 feet wide, from Beaumont-Port Arthur Highway (arterial-U.S. Highway Nos. 69, 96, 287).	Same as Ref. No. 28.	Same as Ref. No. 28.
WATER SUPPLY (Available to Vessels)	None.	Through 2-inch line with hose connections.	Same as Ref. No. 29.
ELECTRIC CURRENT (Available to Vessels)	None.	A.C., 110 volts, single-phase, 60-cycle.	Same as Ref. No. 29.
FIRE PROTECTION (Other than City)	Water line and hand extinguishers.	Same as Ref. No. 28.	Same as Ref. No. 28.
REMARKS	along and approximately 10 feet in rear of mooring dolphins to breasting dolphin at each end; a 10- by 3-foot steel catwalk extends from walkway to each of four 4.5-foot diameter, mooring dolphins; 108- by 3-foot steel truss walkway approach from shore. Liquid sulphur is received by pipeline, insulated rail tank cars, and trucks, and transferred to 1,000- by 630-foot open storage bin for cooling and solidification.	One 258- by 3-foot, steel truss walkway extends from upper side of Wharf No. 3 (Ref. No. 30) to lower side of wharf; and one 222- by 3-foot steel truss walkway extends from upper side of wharf to turning dolphin. A 10- by 3-foot steel catwalk extends to each 4.5-foot diameter mooring dolphin from steel truss walkways serving wharf. Three 12-inch pipelines extend to wharf from 8 steel, liquid sulphur storage tanks, total capacity 81,400 long tons.	Wharves Nos. 1 and 2 are each connected to shore by a 30- by 12-foot timber approach. Wharves are served by same pipelines and liquid sulphur storage tanks described under Ref. No. 29.

PIERS, WHARVES, AND DOCKS
Right bank, Neches River

Corps of Engineers Port Code No. 60056 Beaumont Harbor, Texas

REFERENCE NUMBER ON MAP	31 Dock Code No. 788	32 Dock Code No. 763	33 Dock Code No. 761
NAME	Olin Corp., Barge Loading Dock.	Houston Chemical Co. Slip.	Mobil Chemical Co., Nitrogen Plant Loading Wharf.
LOCATION ON WATERFRONT	Outer portion of north side of private barge basin, approximately 1.0 mile above upper end of McFadden Bend Cut-off.	North side of Outfall Canal, approximately 0.9 mile west of Neches River entrance.	Approximately 0.2 mile above entrance to Outfall Canal.
OWNED BY	Olin Corp., Chemicals Division.	Houston Chemical Co., Division of PPG Industries, Inc.	Mobil Chemical Co., Division of Mobil Oil Corp.
OPERATED BY	do.	do.	do.
PURPOSE FOR WHICH USED	Receipt and occasional shipment of sulphuric acid by barge.	Receipt and shipment of petrochemicals by barge.	Shipment of liquid fertilizer.
TYPE OF CONSTRUCTION	Timber pile, timber-decked, offshore wharf with 20- by 6-foot timber approach; fronted by 4 timber mooring dolphins.	Slip formed by steel sheet pile bulkhead with solid fill; 8-foot wide timber deck along top of fill at sides and head of slip.	Timber pile, timber-decked, offshore wharf with 69- by 4-foot catwalk and 10-foot wide pipeline trestle approach; fronted by 2 cylindrical, steel sheet pile, solid-filled and 6 timber and steel pile breasting dolphins.

DESCRIPTION	Face	Lower side	Upper side	Head of slip	East side	West side	Face	Lower side	Upper side
Dimensions (Feet)	15	20	20	250	382	382	49	18	25
Depth Alongside at MLT Do.	15	-	-	10	10	10	30	-	-
Usable Berthing Space Do.	210 w/dolphs.	-	-	-	382	382	500 w/dolphs.	-	-
Width of Apron Do.	Open.			Open.	Open.	Open.	Open.		
Height of Deck Above MLT Do.	13			12			10		
Load Capacity per Sq.Ft. (Lbs.)	300			500			500		
Lighted or Unlighted	Lighted.			Lighted.			Lighted.		
TRANSIT SHEDS	None.			None.			None.		
Number and Type of Construction									
Length and Width (Feet)									
Height Inside Do.									
Floor Area for Cargo (Sq.Ft.)									
Load Capacity per Sq.Ft. (Lbs.)									
Cargo Doors									

MECHANICAL HANDLING FACILITIES	Elevated steel structure on wharf supporting one swivel-jointed, pipeline loading arm.	Two hydraulic-operated, swivel-jointed, pipeline loading arms, each mounted on steel pedestal; and one hand-operated, stiff-leg derrick with 10-foot boom for handling hose.	One hand-operated, mast-and-boom derrick with two 52-foot booms for handling hose.
RAILWAY CONNECTIONS	None.	Plant trackage in rear connects with tracks of Southern Pacific Company and Kansas City Southern Railway.	Four surface tracks serve plant in rear; connect with tracks of Southern Pacific Company and Kansas City Southern Railway.
HIGHWAY CONNECTIONS	Via private driveway (access), paved, 12 feet wide, from Beaumont-Port Arthur Highway (arterial-U.S. Highway Nos. 69, 96, 287).	Via private driveway (access), from Gulf States Road (approach), asphalt, 20-15 feet wide.	Via private driveway (access), asphalt, 20 feet wide, from Gulf States Road (approach), asphalt, 20-15 feet wide.
WATER SUPPLY (Available to Vessels)	Through 1½-inch line with hose connections.	Same as Ref. No. 31.	None.
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle.	Same as Ref. No. 31.	A.C., 110 volts, single-phase, 60-cycle; A.C., 220 volts, 3-phase, 60-cycle.
FIRE PROTECTION (Other than City)	Pump, hose, hand extinguishers, and water line.	Hydrants, hose, monitor nozzles, and hand extinguishers.	Plant fire truck, pumps, hose, monitor nozzles, foam system, water lines, hand extinguishers, and watchmen.
REMARKS	One 6-inch pipeline extends from wharf to 5 steel, sulphuric acid storage tanks at chemical plant on Beaumont-Port Arthur Highway (U.S. Highway Nos. 69, 96, 287), total capacity 12,900 short tons.	Three 8- and one 6-inch pipeline extends from slip to 5 steel storage tanks in rear, total capacity 130,000 barrels.	One 10- and two 8-inch pipelines extend from 8 steel storage tanks, total capacity 216,275 barrels. In addition, one 2-inch compressed air, one 1½-inch instrument, one steam, and one 2-inch water line for safety shower serves wharf.

PIERS, WHARVES, AND DOCKS

Right bank, Old River, opposite Atkinson Island

Location - Port Code No. 6-56, Beaumont, Texas			
REFERENCE NUMBER ON MAP	34	Dock Code No. 56	Dock Code No. 56
NAME	State Welding and Machine Works Mooring	B & B Marine Enterprises Mooring	Dresser Industries Wharf
LOCATION OR WATERFRONT	Approximately 0.5 mile above junction with Neches River	Approximately 0.6 mile above junction with Neches River	Approximately 0.6 mile above junction with Neches River
OWNED BY	Hawkins Towing & Barging Co., Inc.	Messrs. Leo Babel, Morris Barrilleaux, and W. J. Schommer, Jr.	Jefferson Dell Co., Inc.
OPERATED BY	State Welding and Machine Works	B & B Marine Enterprises.	Dresser Ideco, Division of Dresser Industries
PURPOSE FOR WHICH USED	Mooring barges for repairing, gas freeing, and tank cleaning	Mooring small vessels and barges for repair.	Shipment of sections of offshore oil well drilling rigs by barge
TYPE OF CONSTRUCTION	Slip formed by natural bank remains of timber bulkhead with solid fill; 355 feet of natural bank, and one 20- by 35-foot, permanently located, steel barge with solid fill along inner side.	Natural bank fronted by timber mooring piles.	Natural bank.

DESCRIPTION	East side of slip	Bulkhead and bank	Outer side of barge	Mooring piles			Natural bank
Dimensions (Feet)	115	45+355	200	268			550
Depth Alongside at MLT Do.	10-0	5-3	10	9			10
Usable Berthing Space Do.	115	400	200	268			550
Width of Apron Do.	Open.			Open.			Open.
Height of Deck Above MLT Do.	4			4-3			4-6
Load Capacity per Sq.Ft. (Lbs.)	-			-			-
Lighted or Unlighted	Partly lighted.			Partly lighted.			Unlighted.
TRANSIT SHEDS	None.			None.			None.
Number and Type of Construction							
Length and Width (Feet)							
Height Inside Do.							
Floor Area for Cargo (Sq.Ft.)							
Load Capacity per Sq.Ft. (Lbs.)							
Cargo Doors							

MECHANICAL HANDLING FACILITIES	One 10-ton, diesel, crawler crane with 60-foot boom; and two 1-ton, gasoline, truck cranes, each with 10-foot boom.	One diesel, crawler crane with 40-foot boom and 3/4-cubic yard bucket.	One 12-ton, gasoline, mobile crane with 35-foot boom, and one 7-ton, gasoline, mobile crane with 25-foot boom.
RAILWAY CONNECTIONS	Tracks of Kansas City Southern Railway extend along Gulf States Road in rear.	Same as Ref. No. 34.	Same as Ref. No. 34.
HIGHWAY CONNECTIONS	Via Gulf States Road (marginal), asphalt, 20-15 feet wide.	Same as Ref. No. 34.	Same as Ref. No. 34.
WATER SUPPLY (Available to Vessels)	Through 2- and 1½-inch lines with 1½-inch hose connections.	Through 3/4-inch line with hose connection.	Through 2-inch line with hose connection.
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle.	A.C., 110 volts, single-phase, 60-cycle.	A.C., 110/220 volts, single-phase, 60-cycle; A.C., 440 volts, 3-phase, 60-cycle.
FIRE PROTECTION (Other than City)	Water line and hose.	Water line and hose.	Water line and hose.
REMARKS		One 10-ton marine railway located near east side of property.	Operator builds and performs maintenance work on offshore oil well drilling rigs.

PIERS, WHARVES, AND DOCKS
Right bank, Neches River

Corps of Engineers Port Code No. 60056 Beaumont Harbor, Texas

REFERENCE NUMBER ON MAP	37 Dock Code No. 736	38 Dock Code No. 722	39 Dock Code No. 722
NAME	Mobil Chemical Co., Base Plant Wharf.	Mobil Oil Corp., Wharf No. 4.	Mobil Oil Corp., Wharf No. 3.
LOCATION ON WATERFRONT	Above Smith Island.	Approximately 1.60 miles below Beaumont Turning Basin.	Approximately 1.0 mile below Beaumont Turning Basin.
OWNED BY	Mobil Chemical Co., Division of Mobil Oil Corp.	Mobil Oil Corp.	Mobil Oil Corp.
OPERATED BY	do.	do.	do.
PURPOSE FOR WHICH USED	Shipment and occasional receipt of petrochemicals.	Receipt of crude and lubricating oils; shipment of petroleum products and chemicals; bunkering tankers berthed at wharf; loading barges for bunkering vessels at berth.	Receipt of crude and lubricating oils; shipment of petroleum products and chemicals; bunkering tankers berthed at wharf; loading barges for bunkering vessels at berth.
TYPE OF CONSTRUCTION	Timber pile, timber-decked, offshore wharf with 75- by 20-foot timber approach at upper end and 85- by 5-foot timber approach at lower end; fronted by one cylindrical, steel sheet pile, solid-filled, breasting dolphin and by 4 timber breasting dolphins.	Timber pile, timber-decked, offshore wharf with 70- by 16-foot timber approach at upper end; cylindrical, steel sheet pile, solid-filled, breasting dolphins in line with face. Steel catwalk and pipeline trestle extend from upper side of approach to rear of Ref. No. 39.	Offshore wharf: Timber piles supporting 5- to 3.5-foot diameter, concrete columns with concrete deck; 60- by 15-foot approach from shore to upper end; fronted by timber fender system and one cylindrical, steel sheet pile, (Continued under Remarks)
DESCRIPTION	Face / Lower side / Upper side	Face / Lower side / Upper side	Face / Lower side
Dimensions (Feet)	150 / 24 / 24	250 / 24 / 24	303 / 24
Depth Alongside at MLT Do.	40 / - / -	38 / - / -	38 / -
Usable Berthing Space Do.	215 w/dolphs / - / -	410 w/dolphs / - / -	323 w/dolph. / -
Width of Apron Do.	Open.	Open.	Open.
Height of Deck Above MLT Do.	13.5	13	13
Load Capacity per Sq.Ft. (Lbs.)	500	-	-
Lighted or Unlighted	Lighted.	Lighted.	Lighted.
TRANSIT SHEDS	None.	None.	None.
Number and Type of Construction			
Length and Width (Feet)			
Height Inside Do.			
Floor Area for Cargo (Sq.Ft.)			
Load Capacity per Sq.Ft. (Lbs.)			
Cargo Doors			
MECHANICAL HANDLING FACILITIES	Two 5-ton, pneumatic-operated, mast-and-boom derricks, each with 40-foot boom for handling hose; and one swivel-jointed, pipeline loading arm mounted on steel pedestal.	Three pneumatic-operated, mast-and-boom derricks, each with 50-foot boom for handling hose.	Four pneumatic-operated, mast-and-boom derricks, each with 50-foot boom for handling hose
RAILWAY CONNECTIONS	Plant trackage in rear connects with tracks of Southern Pacific Company and Kansas City Southern Railway.	One surface track serves tank car loading rack in rear, joins additional trackage serving oil refinery; connects with tracks of Southern Pacific Company, Kansas City Southern Railway, and Atchison, Topeka and Santa Fe Railway.	Surface tracks serve warehouse and other facilities in rear, join additional trackage serving oil refinery; connect with tracks of Southern Pacific Company, Kansas City Southern Railway, and Atchison, Topeka and Santa Fe Railway.
HIGHWAY CONNECTIONS	Via private driveway (access), asphalt, 24 feet wide, from Gulf States Road (approach), asphalt, 20-15 feet wide.	Via Buford Street (access), asphalt, 25 feet wide, from Sabine Pass Avenue (arterial).	Same as Ref. No. 38.
WATER SUPPLY (Available to Vessels)	None.	Through 3-inch line with 2-inch hose connections.	Same as Ref. No. 38.
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle; A.C., 220 volts, 3-phase, 60-cycle.	A.C., 110 volts, single-phase, 60-cycle.	None.
FIRE PROTECTION (Other than City)	Foam truck, hydrants, hose, monitor nozzles, chemical carts, and hand extinguishers.	Plant fire department, pumps, hydrants, hose, monitor nozzles, and watchmen.	Same as Ref. No. 38.
REMARKS	One 12- and one 10-inch pipeline extends from wharf to 6 steel storage tanks in rear, total capacity 301,040 barrels. In addition, one 6-inch water line, one 2-inch compressed air, and one 2-inch steam line serves wharf.	One 20-, one 14-, seven 12-, seven 10-, four 8-, four 6-, and eight 4-inch pipelines extend from wharf and along rear of Wharves Nos. 3, 2, and 1 (Ref. Nos. 39, 40, and 41) to approximately 185 steel storage tanks located at oil refinery in rear and at Magpetco, Texas, total capacity 10,751,200 barrels. Tank farm at Magpetco is connected with oil refinery and wharves by one 10- and three 8-inch pipelines.	solid-filled, breasting dolphin at lower side. Wharf continues from upper side as 400-foot concrete walkway to rear of lower side of Ref. No. 40. Three 16-, one 14-, one 12-, twelve 10-, nine 8-, seven 6-, ten 4-, three 2½-, and four 2-inch pipelines extend from wharf and join with pipelines extending along rear to storage tanks described under Ref. No. 38.

PIERS, WHARVES, AND DOCKS

Right bank, [illegible] River

KEY NO. ON MAP	[illegible] Dock Code No. [illegible]	[illegible] Dock Code No. [illegible]	[illegible] Dock Code No. [illegible]
NAME	Mobil Oil [illegible], Wharf No. [illegible]	Mobil Oil Corp., Wharf No. 1	Mobil Oil [illegible], Wharf Wharf
LOCATION (WATERFRONT)	Approximately 0.9 mile below Beaumont Turning Basin.	Approximately 0.8 mile below Beaumont Turning Basin	Approximately 0. [illegible] mile below Beaumont Turning Basin.
OWNED BY	Mobil Oil Corp	Mobil Oil Corp.	Mobil Oil Corp
OPERATED BY	do.	do.	do.
PURPOSE FOR WHICH USED	Receipt of crude and lubricating oils; shipment of petroleum products and chemicals.	Receipt of crude oil; shipment of petroleum products; and mooring vessels.	Mooring towboats.
TYPE OF CONSTRUCTION	Timber pile, timber-decked, offshore wharf with 80- by 16-foot timber approach to upper end; tronted by timber fender system, timber breasting dolphins, and one 16-foot, cylindrical, steel sheet pile, solid-filled, breasting dolphin on lower and upper sides.	Timber pile, timber-decked, offshore wharf with 45- by 12-foot timber approach to upper end; cylindrical, steel sheet pile, solid-filled, mooring dolphins in line with face.	Timber pile, timber-decked, offshore wharf with 78- by 6-foot connecting timber walkway from rear to upper side of former 18- by 20-foot timber wharf with 60- by 5-foot timber approach from shore; timber mooring dolphin in line with face.

DESCRIPTION									
	Face	Lower side	Upper side	Face	Lower side	Upper side	Face	Lower side	Upper side
Dimensions (Feet)	157	24	24	313	28	28	18	26	26
Depth Alongside at MLT Do.	38	-	-	32	-	-	10-13	-	-
Usable Berthing Space Do.	270 w/dolphs	-	-	475 w/dolphs	-	-	75 w/dolph.	-	-
Width of Apron Do.	Open.			Open.			Open.		
Height of Deck Above MLT Do.	13			11			10		
Load Capacity per Sq.Ft. (Lbs.)	-			-			-		
Lighted or Unlighted	Lighted.			Lighted.			Lighted.		
TRANSIT SHEDS	None.			None.			None.		
Number and Type of Construction									
Length and Width (Feet)									
Height Inside Do.									
Floor Area for Cargo (Sq.Ft.)									
Load Capacity per Sq.Ft. (Lbs.)									
Cargo Doors									

MECHANICAL HANDLING FACILITIES	Three pneumatic-operated, mast-and-boom derricks, each with 50-foot boom for handling hose.	One pneumatic-operated, mast-and-boom derrick with 50-foot boom for handling hose.	None.
RAILWAY CONNECTIONS	Plant trackage serving oil refinery in rear connects with tracks of Southern Pacific Company, Kansas City Southern Railway, and Atchison, Topeka and Santa Fe Railway.	Same as Ref. No. 40.	Same as Ref. No. 40.
HIGHWAY CONNECTIONS	Via Buford Street (access), asphalt, 25 feet wide, from Sabine Pass Avenue (arterial).	Same as Ref. No. 40.	Same as Ref. No. 40.
WATER SUPPLY (Available to Vessels)	Through 3-inch line with 2-inch hose connections.	None.	Through 2-inch line with hose connection.
ELECTRIC CURRENT (Available to Vessels)	A.C., 440 volts, 3-phase, 60-cycle.	None.	None.
FIRE PROTECTION (Other than City)	Plant fire department, pumps, hydrants, hose, monitor nozzles, and watchmen.	Same as Ref. No. 40.	Plant fire department, water line, hose, and watchmen.
REMARKS	Pipelines extend from wharf and join with pipelines and storage tanks described under Ref. No. 38.	One 10- and one 8-inch pipeline extends from wharf and joins with pipelines and storage tanks described under Ref. No. 38.	

PIERS, WHARVES, AND DOCKS

Right bank, Neches River

Corps of Engineers Port Code No. 60056 Beaumont Harbor, Texas

REFERENCE NUMBER ON MAP	43 Dock Code No. 718	44 Dock Code No. 715	45 Dock Code No. 708
NAME	Port of Beaumont Navigation District, Berth No. 10, Grain Wharf.	Port of Beaumont Navigation District, Berths Nos. 8 and 9 Wharf.	Jefferson Shell Co. Wharf.
LOCATION ON WATERFRONT	Approximately 0.5 mile below Beaumont Turning Basin.	Approximately 0.3 mile below Beaumont Turning Basin.	Right bank of Old Channel opposite Harbor Island, west of foot of Greer Street.
OWNED BY	Port of Beaumont Navigation Oistrict of Jefferson County, Texas.	Port of Beaumont Navigation Oistrict of Jefferson County, Texas.	Jefferson Shell Co., Inc.
OPERATED BY	Continental Grain Co., Southwest Division.	do.	do.
PURPOSE FOR WHICH USED	Shipment of grain.	Receipt and shipment of general and containerized cargo, lumber, and steel products in foreign and domestic trades; receipt of grain by barge.	Receipt of shell by barge.
TYPE OF CONSTRUCTION	Steel pile, concrete-decked, offshore wharf with steel walkway approach from grain elevator in rear; rubber fender system along face; 2 cylindrical, steel sheet pile, solid-filled, breasting dolphins at lower side.	Steel sheet pile bulkhead, solid fill, with concrete pile, concrete-decked extension; timber fender system along face; one cylindrical, steel sheet pile, solid-filled, breasting dolphin at upper side.	Part timber pile, steel plate, and steel sheet pile bulkhead, all with solid fill.

DESCRIPTION	Face	Lower side	Upper side	Face			Face	Lower side	Upper side
Dimensions (Feet)	597	14	14	764			300	5	25
Depth Alongside at MLT Do.	36	-	-	34			10	-	-
Usable Berthing Space Do.	700 w/dolphs.	-	-	800 w/dolph.			300	-	-
Width of Apron Do.	Open.			32 and open.			Open.		
Height of Deck Above MLT Do.	16			15.9			-		
Load Capacity per Sq.Ft. (Lbs.)	-			500			-		
Lighted or Unlighted	Lighted.			Lighted.			Lighted.		
TRANSIT SHEDS	None.			One - steel frame with 5-foot high concrete walls topped by metal siding; concrete floor.			None.		
Number and Type of Construction									
Length and Width (Feet)				540 by 17					
Height Inside Do.				20					
Floor Area for Cargo (Sq.Ft.)				57,900					
Load Capacity per Sq.Ft. (Lbs.)				500					
Cargo Doors				Shipside: ten, 12- by 10-foot and one, 14- by 14-foot; east end: one, 14- by 16-foot truck entrance and one, 18- by 22-foot rail entrance door.					

MECHANICAL HANDLING FACILITIES	Three steel towers along rear of lower portion of wharf, each with hinged-cantilevered conveyor boom and one vessel-loading spout with electric trimmer; combined loading rate 50,000 bushels. Inclined grain gallery with electric, belt-conveyor system extends from grain elevator in rear to elevated grain gallery serving conveyor booms on towers.	Stevedore equipment is available as needed.	Two 45-ton, diesel, crawler cranes, each with 70-foot boom and 1½-cubic yard bucket; one 20-ton, diesel, crawler crane with 45-foot boom and 3/4-cubic yard bucket; one 50- and one 30-cubic yard, steel, truck-loading hopper; and one 1-cubic yard, diesel, mobile, front-end loader.
RAILWAY CONNECTIONS	Two surface tracks serve car dumper and car-loading spout in car shed at elevator in rear, join with adjacent 440-car capacity storage yard; connect with all railroads serving port area.	One 655-foot, platform-level track extends along rear of open area on wharf into interior of rear of transit shed, and one 655-foot, parallel, surface track extends along outside rear of open area and transit shed; connects with all railroads serving port area.	None.
HIGHWAY CONNECTIONS	Via Carroll Street (approach), asphalt, 30 feet wide, from Buford Street, asphalt, 50 feet wide.	Same as Ref. No. 43.	Via Greer Street (access), shell, 15 feet wide, from Buford Street, asphalt, 50 feet wide.
WATER SUPPLY (Available to Vessels)	Through 6-inch line with 2-inch hose connections.	Same as Ref. No. 43.	None.
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle; A.C., 220/440 volts, 3-phase, 60-cycle.	A.C., 110 volts, single-phase, 60-cycle; A.C., 220 volts, 3-phase, 60-cycle.	None.
FIRE PROTECTION (Other than City)	Hydrants, hose, and hand extinguishers.	Hydrants, hose, chemical carts, hand extinguishers, and watchmen.	Hand extinguishers.
REMARKS	Face of wharf is in line and contiguous with Ref. No. 44. Grain elevator and one bulk grain storage tank in rear have total capacity of 3,500,000 bushels.	Approximately 12,800 square feet of open storage space on lower 220-foot section of wharf. Trucks have access to open storage area on wharf, interior of transit shed, and to wharf apron. Grain is unloaded from barges by use of crane with clamshell bucket into movable truck-loading hopper on wharf, thence by truck to truck dumpers at grain elevator described under Ref. No. 43.	Open storage area in rear for 45,000 cubic yards of shell.

PIERS, WHARVES, AND DOCKS
Neches River

REFERENCE NUMBER ON MAP	46 Dock Code No. 6888	47 Dock Code No. 6[illegible]	48 Dock Code No. [illegible]
NAME	Beaumont Pipkin Park Wharf	Port of Beaumont Navigation District, Berth No. 1 Wharf.	Port of Beaumont Navigation District, Berths Nos. 3 and 5 Wharf
LOCATION OR WATERFRONT	Right bank of Old Channel opposite Harbor Island, north of junction of Sabine Pass and Emmet Avenues	Northwest side of Beaumont Turning Basin, foot of Main and Pearl Streets extended.	North side of Beaumont Turning Basin
OWNED BY	City of Beaumont, Texas.	Port of Beaumont Navigation District of Jefferson County, Texas.	Port of Beaumont Navigation District of Jefferson County, Texas.
OPERATED BY	Not operated.	do.	do.
PURPOSE FOR WHICH USED	Not used.	Receipt and shipment of general and containerized cargo in foreign and domestic trades; receipt and shipment of dry bulk commodities.	Receipt and shipment of general and containerized cargo in foreign and domestic trades; receipt and shipment of dry bulk commodities.
TYPE OF CONSTRUCTION	Timber pile, timber-decked, offshore wharf with 60- by 9-foot timber approach, timber mooring dolphins in line with face.	Steel sheet pile bulkhead, solid fill, with timber pile, concrete-surfaced, timber-decked extension; timber fender system along face.	Steel sheet pile bulkhead with solid fill, fronted by steel piles supporting concrete walls with concrete deck; timber fender system along face.

DESCRIPTION		Face	Lower side	Upper side	Face	Northeast side	Southwest side	Face		
Dimensions	(Feet)	110	8	8	580	72	25	825		
Depth Alongside at MLT	Do.	10-8	-	-	30	30	-	34		
Usable Berthing Space	Do.	300 w/dolphs	-	-	580	72	-	825		
Width of Apron	Do.	Open.			Open.			Open.		
Height of Deck Above MLT	Do.	8			16			15.9		
Load Capacity per Sq.Ft.	(Lbs.)	-			500			1,000		
Lighted or Unlighted		Lighted.			Partly lighted.			Lighted.		
TRANSIT SHEDS		None.			None.			None.		
Number and Type of Construction										
Length and Width	(Feet)									
Height Inside	Do.									
Floor Area for Cargo	(Sq.Ft.)									
Load Capacity per Sq.Ft.	(Lbs.)									
Cargo Doors										
MECHANICAL HANDLING FACILITIES		None.			Stevedore equipment is available as needed.			One diesel-electric, traveling, full-portal, gantry crane with 90-foot boom and 10-foot jib extension, capacity 60 tons at 35-foot radius and 15 tons at 90-foot radius; one 50- to 75-ton, diesel, locomotive crane with 70-foot boom; and one 40-ton, diesel, locomotive crane with 75-foot boom. Stevedore equipment is available as needed.		
RAILWAY CONNECTIONS		None.			None.			Two surface tracks on apron, total length 1,520 feet, and 2 surface tracks along raised area in rear, total length 900 feet; connect with tracks of Southern Pacific Co., Kansas City Southern Railway, Missouri Pacific Railroad, and Atchison, Topeka and Santa Fe Railway.		
HIGHWAY CONNECTIONS		Via River Side Drive (marginal), paved, 40 feet wide.			Via private driveways (access), concrete, 20-25 feet wide, from Main Street, asphalt, 40 feet wide.			Same as Ref. No. 47.		
WATER SUPPLY (Available to Vessels)		None.			Through 6-inch line with 2-inch hose connections and portable meters.			Same as Ref. No. 47.		
ELECTRIC CURRENT (Available to Vessels)		None.			None.			A.C., 110 volts, single-phase, 60-cycle; A.C., 220 volts, 3-phase, 60-cycle.		
FIRE PROTECTION (Other than City)		None.			One 100,000-gallon water tower, hydrants, hose, hand extinguishers, and watchmen.			Same as Ref. No. 47.		
REMARKS					Trucks have access to wharf. Approximately 53,000 square feet of concrete-surfaced, open storage space on wharf, and approximately 4.5 acres of fenced, shell-surfaced, open storage area in rear.			Face of wharf is in line and contiguous with Ref. No. 49. Approximately 36,000 square feet of concrete-surfaced, open storage space in rear is raised to railroad car or tail-gate truck level, with 2 ramps for truck access to storage area and wharf. Bulk Packaging Corp. operates a 1-story building in rear as storage warehouse (See S.W. Ref. No. 2).		

Corps of Engineers Port Code No. 60056 Beaumont Harbor, Texas

REFERENCE NUMBER ON MAP	49 Dock Code No. 677	50 Dock Code No. 677	51 Dock Code No. 677
NAME	Port of Beaumont Navigation District, Berth No. 4 Wharf.	Port of Beaumont Navigation District, Berths Nos. 5 and 6 Wharf.	Port of Beaumont Navigation District, Berth No. 7 Wharf.
LOCATION ON WATERFRONT	Neches River, north side of outer end of Beaumont Turning Basin.	Right bank of Neches River, approximately 1,000 feet below Kansas City Southern Railway Company bridge.	Right bank of Neches River, approximately 450 feet below Kansas City Southern Railway Company bridge.
OWNED BY	Port of Beaumont Navigation District of Jefferson County, Texas.	Port of Beaumont Navigation District of Jefferson County, Texas.	Port of Beaumont Navigation District of Jefferson County, Texas.
OPERATED BY	do.	do.	do.
PURPOSE FOR WHICH USED	Receipt and shipment of general cargo in foreign and domestic trades.	Receipt and shipment of general cargo in foreign and domestic trades.	Receipt and shipment of general cargo in foreign and domestic trades; receipt of molasses.
TYPE OF CONSTRUCTION	Wharf apron: Concrete piles, capped at water level by concrete beams supporting concrete walls with concrete deck; concrete piles with concrete deck under outer portion of transit shed; timber fender system along face.	Wharf apron: Timber piles, capped at water level by concrete beams supporting concrete walls with concrete deck; piles with concrete deck under outer portion of transit shed; timber fender system along face.	Concrete bulkhead, solid fill, with timber pile, concrete-decked extension; timber fender system along face.
DESCRIPTION			
Face	Face	Face	Face
East side	East side	East side	West side
Dimensions (Feet)	560 / 90	880 / 35	570 / 15
Depth Alongside at MLT Do.	34 / -	34 / -	34 / -
Usable Berthing Space Do.	560 / -	880 / -	570 / -
Width of Apron Do.	35	33.5	33.5
Height of Deck Above MLT Do.	15.9	15.9	15.9
Load Capacity per Sq.Ft. (Lbs.)	600	600	300
Lighted or Unlighted	Lighted.	Lighted.	Lighted.
TRANSIT SHEDS Number and Type of Construction	One - steel frame with 4-foot high concrete walls topped by metal siding; concrete floor.	One - steel frame; metal covered; concrete floor.	One - steel frame, metal covered; asphalt-surfaced concrete floor.
Length and Width (Feet)	480 by 120	840 by 150	500 by 150 and 220
Height Inside Do.	19	20	14-20
Floor Area for Cargo (Sq.Ft.)	41,700	65,500	55,000
Load Capacity per Sq.Ft. (Lbs.)	600	600	300
Cargo Doors	Shipside: seven, 12- by 12-foot and one, 12- by 14-foot; rear: eight, 10- by 10-foot; each end: one, 14- by 18-foot.	Shipside: twenty, 14- by 14-foot; rear: four, 12- by 12-foot; each end: one, 18- by 14-foot truck entrance door.	Shipside: twelve, 13.5- by 14-foot; rear: twelve, 12- by 12-foot; west end: one, 20- by 14-foot and one, 12- by 14-foot.
MECHANICAL HANDLING FACILITIES	Stevedore equipment is available as needed.	Use of locomotive cranes described under Ref. No. 48. Stevedore equipment is available as needed.	Use of locomotive cranes described under Ref. No. 48. Stevedore equipment is available as needed.
RAILWAY CONNECTIONS	Two platform-level tracks along rear of transit shed, total length 960 feet, join additional trackage serving terminal; connect with all railroads serving port area.	Two surface tracks on apron, total length 1,170 feet, 2 platform-level tracks inside rear of transit shed, total length 1,620 feet, and 2 surface tracks along rear of outside of transit shed, total length 1,470 feet; join with tracks described under Ref. No. 51.	Two surface tracks on apron, total length 1,040 feet, and 2 platform-level tracks along rear of transit shed, total length 800 feet; connect with all railroads serving port area.
HIGHWAY CONNECTIONS	Via private driveways (access), concrete, 20-25 feet wide, from Main Street, asphalt, 40 feet wide.	Same as Ref. No. 49.	Same as Ref. No. 49.
WATER SUPPLY (Available to Vessels)	Through 6-inch line with 2-inch hose connections and portable meters.	Same as Ref. No. 49.	Same as Ref. No. 49.
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle; A.C., 220 volts, 3-phase, 60-cycle.	Same as Ref. No. 49.	Same as Ref. No. 49.
FIRE PROTECTION (Other than City)	One 100,000-gallon water tower, hydrants, hose, hand extinguishers, and watchmen.	Same as Ref. No. 49.	Same as Ref. No. 49.
REMARKS	Face of wharf is in line and contiguous with Ref. No. 48. Trucks have access to wharf apron via 2 ramps and to interior of transit shed via door at each end. Approximately 5,000 square feet of open storage space at east end of wharf.	Face of wharf is in line and contiguous with Ref. No. 51. Trucks have access to wharf apron and interior of transit shed. Approximately 5,000 square feet of open storage space on wharf at east end of transit shed.	Face of wharf is in line and contiguous with Ref. No. 50. Approximately 5,000 square feet of open storage space on wharf at west end of transit shed. National Molasses Co.: One 10-inch pipeline extends from wharf to 20, steel, molasses storage tanks located between foot of Milam and Gilbert Streets, total capacity approximately 50,000 barrels.

PIERS, WHARVES, AND DOCKS

Corps of Engineers Port Code No. 60-150 Beaumont Harbor, Texas

REFERENCE NUMBER ON MAP	52 Dock Code No. 670			53 Dock Code No. 671			54 Dock Code No. 667		
NAME	Port of Beaumont Navigation District, Berge Wherf.			Lone Star Cement Corp., Shell Wherf.			C. A. McKinley Sons, Shell Wharf.		
LOCATION ON WATERFRONT	Right bank of Nachas River, between foot of College and Wall Streets extended.			Right bank of Naches River, foot of Hickory Street.			Southwest side of Brakes Bayou, between foot of Magazine Street and Hazel Avenue.		
OWNED BY	Port of Beaumont Navigetion District of Jefferson County, Texes.			Port of Beaumont Nevigetion District of Jefferson County, Texas.			C. A. McKinley Sons, Inc.		
OPERATED BY	Red River Berge Lines.			Lone Star Cement Corp.			do.		
PURPOSE FOR WHICH USED	Receipt end shipment of generel cergo by barge.			Receipt of shell by berge.			Receipt of sand and shell by barge; mooring compeny-owned floeting equipment.		
TYPE OF CONSTRUCTION	Timber pile, timber-decked wharf with two 70- by 16-foot timber approaches extending from trensit shed in rear; timber remains of wherf adjacent to lower side.			Timber pile, timber-decked crene platform with row of timber mooring dolphins in line with fece.			140 feet of concrete-cepped, timber pile bulkheed end 110 feet of steel sheet pile bulkhead; ell with solid fill.		
DESCRIPTION	Face	Lower side	Upper side	Fece	Lower side	Upper side	Face		
Dimensions (Feet)	60	15	15	15	20	20	250		
Depth Alongside et MLT Do.	12-8	-	-	18-20	-	-	8		
Usable Berthing Spece Do.	250 w/remains of wherf.		-	600 w/dolphs	-	-	250		
Width of Apron Do.	12			Open.			Open.		
Height of Deck Above MLT Do.	7-4, See Remarks.			10			13-10		
Loed Cepecity per Sq.Ft. (Lbs.)	-			-			-		
Lighted or Unlighted	Unlighted.			Lighted.			Unlighted.		
TRANSIT SHEDS	One - steel frame, metel covered; concrete floor.			None.			None.		
Number end Type of Construction									
Length and Width (Feet)	200 by 100								
Height Inside Do.	20								
Floor Aree for Cargo (Sq.Ft.)	20,000								
Loed Cepecity per Sq.Ft. (Lbs.)	300								
Cargo Doors	Shipside: two, 10- by 10-foot and one, 16- by 12-foot; rear: three, 18- by 12-foot; north end: one, 16- by 20-foot.								
MECHANICAL HANDLING FACILITIES	Fork lift trucks.			One 50-ton, diesel, crawler crane with 70-foot boom and 3-cubic yard bucket; one 30-ton, diesel, crawler crane with 65-foot boom and 2-cubic yard bucket; and one 80-cubic yard, truck-loeding hopper.			Two diesel crawler cranes: One with 70-, and one with 60-foot boom, each equipped with 1½-cubic yard bucket; one 3/4-cubic yard, gasoline, crawler, front-end loeder; one 1½-cubic yard, diesel, mobile, front-end loeder; and one 40-cubic yerd truck-loading hopper.		
RAILWAY CONNECTIONS	One platform-level track along front of transit shed connects with tracks of Southern Pacific Company, Kansas City Southern Railway, Missouri Pacific Railroad, and Atchison, Topeka and Santa Fe Railway.			One surface track along rear of property continues from track described under Ref. No. 52.			One 250-foot, marginal, surface track in rear connects with Atchison, Topeka and Santa Fe Railway.		
HIGHWAY CONNECTIONS	Via Wall Street (access), shell, 20 feet wide, from Main Street.			Via HicRory Street (access), shell, 20 feet wide, from Main Street.			Via private driveways (access), varied widths, from foot of Cypress, Elizabeth, and Pine Streets.		
WATER SUPPLY (Available to Vessels)	None.			Through 2-inch line with 2- and 3/4-inch hose connections.			Through small line with hose connections.		
ELECTRIC CURRENT (Aveilable to Vessels)	None.			A.C., 110 volts, single-phase, 60-cycle.			A.C., 110 volts, single-phase, 60-cycle.		
FIRE PROTECTION (Other than City)	Hand extinguishers.			Hand extinguishers.			Water line and hand extinguishers.		
REMARKS	Wharf deck slopes down to face. Cargo is handled to and from covered barges by fork lift trucks via transfer bridge from outer end of upper approach over sloping wharf deck to barge.			Concrete batch plant located in rear.			Concrete batch plant located in rear. Bulk cement is received by rail. Open storage area in rear for 6,000 cubic yards of shell and sand. Shipbuilding and side-launching ways of Bethlehem Shipbuilding Corp., Beaumont Yerd, are located along opposite bank of Brakes Bayou.		

Corps of Engineers Port Code No. 60056 Beaumont Harbor, Texas

REFERENCE NUMBER ON MAP	55 Dock Code No. 666	56 Dock Code No. 666	57 Dock Code No. 662
NAME	Centex Cement Co., Barge Wharf.	International Creosoting & Construction Co. Wharf.	Bethlehem Steel Corp., South Wharf.
LOCATION ON WATERFRONT	Southwest side of Brakes Bayou, above foot of Hazel Avenue.	West side of Brakes Bayou, approximately 400 feet above foot of Long Avenue.	Island Park, right bank of Neches River, approximately 0.2 mile above mouth of Brakes Bayou.
OWNED BY	Edward K. Able.	International Creosoting & Construction Co.	Bethlehem Steel Corp., Beaumont Yard.
OPERATED BY	Centex Cement Co.	do.	do.
PURPOSE FOR WHICH USED	Receipt of bulk cement by barge.	Receipt of creosote by barge for plant consumption.	Mooring vessels for repairing, outfitting, and conversion.
TYPE OF CONSTRUCTION	Timber pile, timber-decked, offshore wharf with 8- by 4-foot timber approach; timber mooring dolphins in line with face.	Timber pile, timber-decked wharf; timber mooring piles in line with face.	Steel sheet pile bulkhead, solid fill, with part concrete-surfaced; fronted by timber fender system.

DESCRIPTION	Face	Lower side	Upper side	Face	Lower side	Upper side	Face		
Dimensions (Feet)	10	15	15	20	12	12	1,030+40		
Depth Alongside at MLT Do.	14	-	-	9-8	-	-	20		
Usable Berthing Space Do.	135 w/dolphs	-	-	75 w/piles	-	-	1,030+40		
Width of Apron Do.	Open.			Open.			Open.		
Height of Deck Above MLT Do.	3			6			11.0		
Load Capacity per Sq.Ft. (Lbs.)	-			-			2,000		
Lighted or Unlighted	Lighted.			Unlighted.			Lighted.		
TRANSIT SHEDS	None.			None.			None.		
Number and Type of Construction									
Length and Width (Feet)									
Height Inside Do.									
Floor Area for Cargo (Sq.Ft.)									
Load Capacity per Sq.Ft. (Lbs.)									
Cargo Doors									

MECHANICAL HANDLING FACILITIES	None.	Several diesel, locomotive cranes serve timber storage yard and creosoting plant in rear.	One electric, traveling, full-portal, shipyard crane with 82-foot boom and capacity of 50 tons at 44-foot radius and 20 tons at 70-foot radius; one steam, traveling, full-portal, shipyard crane with 90-foot boom and capacity of 50 tons at 55-foot radius and 25 tons at 87-foot radius; one 50-ton, gasoline, mobile crane with 30-foot boom; and one 10-ton, gasoline, mobile crane with 14- to 22-foot telescoping boom.
RAILWAY CONNECTIONS	Tracks of Atchison, Topeka and Santa Fe Railway extend along rear of property.	Plant trackage in rear connects with Atchison, Topeka and Santa Fe Railway.	Plant trackage in rear connects with Atchison, Topeka and Santa Fe Railway.
HIGHWAY CONNECTIONS	Via Pine Street (marginal), concrete, 48 feet wide.	Via Pine Street (marginal and arterial), concrete, 25 feet wide.	Via private road (access), concrete, 24 feet wide, and 20-foot wide timber bridge across Brakes Bayou from Pine Street (arterial).
WATER SUPPLY (Available to Vessels)	None.	None.	Through 6- and 4-inch lines with 2½-inch hose connections.
ELECTRIC CURRENT (Available to Vessels)	A.C., 220 volts, 3-phase, 60-cycle.	None.	A.C., 120/208 volts, single-phase, 60-cycle; A.C., 440 volts, 3-phase, 60-cycle; D.C., 125/250 volts.
FIRE PROTECTION (Other than City)	None.	Hydrants, hose, and watchmen.	Plant fire department, hydrants, hose, hand extinguishers, and watchmen.
REMARKS	One 12-inch pipeline extends from wharf to 4 steel, cement storage silos in rear, total capacity 14,400 barrels. Cement is unloaded from barges by pump in shed at rear of wharf, unloading rate 625 barrels per hour.	One 6-inch pipeline extends from wharf to 4 steel, creosote storage tanks in rear, total capacity approximately 9,047 barrels. Plant water intake located at lower side of wharf.	One 50-ton, steam, floating derrick, "FE-1," with 230-foot, A-frame boom, and 100-foot boom with capacity of 75 tons, serves all waterfront facilities of shipyard. Wharf is equipped with service lines for fresh and river water, oxygen, steam, compressed air, and acetylene gas. Shipbuilding and side-launching ways are located along river bank at west end of wharf. East portion of face forms slip 172 feet wide with north side of Ref. No. 58.

PIERS, WHARVES, AND DOCKS

(Gulf Park, Sabine River)

REFERENCE NUMBER ON MAP	58 Dock Code No. 66	59 Dock Code No. 66	60 Dock Code No. 66
NAME	Bethlehem Steel Corp., Drydock Pier	Bethlehem Steel Corp., East Wharf	Bethlehem Steel Corp., West Wharf
LOCATION ON WATERFRONT	Right bank, approximately 0.1 mile above mouth of Brakes Bayou.	Right bank, approximately 0.3 mile above mouth of Brakes Bayou.	Right bank of Sabine River, approximately 0.6 mile below U. S. Highway No. 90 Bridge.
OWNED BY	Bethlehem Steel Corp., Beaumont Yard.	Bethlehem Steel Corp., Beaumont Yard.	Bethlehem Steel Corp., Beaumont Yard.
OPERATED BY	do.	do.	do.
PURPOSE FOR WHICH USED	Mooring vessels for repairing, outfitting, and conversion, mooring floating drydock	Mooring vessels for repairing, outfitting, and conversion, receipt of steel and other materials for shipyard use.	Mooring vessels for repairing, outfitting, and conversion; receipt of steel and other materials for shipyard use.
TYPE OF CONSTRUCTION	Steel pile, concrete-decked pier, 145-foot steel sheet pile bulkhead on north side with 20-foot depth of water	Timber pile, concrete-decked wharf with 22- by 25-foot ramp and two 35- by 7-foot approaches from shore; fronted by timber mooring dolphins.	Offshore wharf. Concrete deck supported by steel pipe piling and by timber piling capped by concrete cross beams supporting steel I-beam uprights, fronted by timber mooring dolphins, one 40- by 7-foot; two 30- by 20-foot; (Continued under Remarks)
DESCRIPTION	Face / North side / South side	Face / Lower side / Upper side	Face / Lower side / Upper side
Dimensions (Feet)	11+22+11 / 608 / 542	400 / 30 / 30	808 / 3[illegible] / [illegible]
Depth Alongside at MLT Do.	25 / 25 / 44	30 / - / -	25 / - / -
Usable Berthing Space Do.	- / 608 / Drydock	420 w/dolphs / - / -	833 w/dolphs / - / -
Width of Apron Do.	Open.	Open.	Open.
Height of Deck Above MLT Do.	11	14.3	15
Load Capacity per Sq.Ft. (Lbs.)	500	530	500
Lighted or Unlighted	Lighted.	Lighted.	Lighted.
TRANSIT SHEDS	None.	None.	None.
Number and Type of Construction			
Length and Width (Feet)			
Height Inside Do.			
Floor Area for Cargo (Sq.Ft.)			
Load Capacity per Sq.Ft. (Lbs.)			
Cargo Doors			
MECHANICAL HANDLING FACILITIES	One electric, traveling, full-portal, shipyard crane with 90-foot boom and capacity of 30 tons at 38-foot radius and 21 tons at 50-foot radius; one electric, traveling, full-portal, shipyard crane with 120-foot boom and capacity of 22 tons at 55-foot radius and 12 tons at 81-foot radius; and one diesel-electric, locomotive crane with 60-foot boom and capacity of 50 tons at 12-foot radius.	One steam, traveling, full-portal, shipyard crane with 70-foot boom and capacity of 35 tons at 51-foot radius and 16 tons at 80-foot radius.	One electric, traveling, full-portal, shipyard crane with 120-foot boom and 20-foot jib extension, capacity 50 tons at 60-foot radius and 35 tons at 110-foot radius.
RAILWAY CONNECTIONS	One 600-foot surface track on pier joins additional plant trackage in rear; connects with Atchison, Topeka and Santa Fe Railway.	Plant trackage in rear connects with Atchison, Topeka and Santa Fe Railway.	Same as Ref. No. 59.
HIGHWAY CONNECTIONS	Via private road (access), concrete, 24 feet wide, and 20-foot wide timber bridge across Brakes Bayou from Pine Street (arterial).	Same as Ref. No. 58.	Same as Ref. No. 58.
WATER SUPPLY (Available to Vessels)	Through 6-inch line with 2½-inch hose connections.	Through 4-inch line with 2½-inch hose connections.	Through 6-inch line with 2½-inch hose connections.
ELECTRIC CURRENT (Available to Vessels)	A.C., 120/208 volts, single-phase, 60-cycle; A.C., 440 volts, 3-phase, 60-cycle; D.C., 125/250 volts.	A.C., 440 volts, 3-phase, 60-cycle; D.C., 125/250 volts.	A.C., 220/440 volts, 3-phase, 60-cycle.
FIRE PROTECTION (Other than City)	Plant fire department, hydrants, hose, hand extinguishers, and watchmen.	Same as Ref. No. 58.	Same as Ref. No. 58.
REMARKS	One 17,500-ton floating drydock moored along south side of pier. Pier is equipped with service lines.	Wharf is equipped with service lines for compressed air, oxygen, steam, acetylene gas, and fuel oil.	one 30- by 7-foot; and two 22- by 7-foot approaches to rear of wharf from shore. Wharf is equipped with service lines for compressed air, oxygen, and acetylene gas.

PIERS, WHARVES, AND DOCKS
Island Park, Neches River

Corps of Engineers Port Code No. 60056 Beaumont Harbor, Texas

REFERENCE NUMBER ON MAP	61 Dock Code No. 662			Dock Code No.			Dock Code No.		
NAME	Bethlehem Steel Corp., West Pier.								
LOCATION ON WATERFRONT	Right bank of Old Channel, approximately 0.5 mile below U. S. Highway No. 90 Bridge.								
OWNED BY	Bethlehem Steel Corp., Beaumont Yard.								
OPERATED BY	do.								
PURPOSE FOR WHICH USED	Mooring vessels for repairing, outfitting, and conversion; receipt of steel and other materials for shipyard use.								
TYPE OF CONSTRUCTION	Timber pile, concrete-decked pier extending from 106- by 82-foot, timber pile, concrete-decked storage platform; timber mooring dolphins along sides of pier.								
DESCRIPTION	Face	North side	South side						
Dimensions (Feet)	36	550	505						
Depth Alongside at MLT Do.	25	25	25						
Usable Berthing Space Do.	-	555 w/dolphs	510 w/dolphs						
Width of Apron Do.	Open.								
Height of Deck Above MLT Do.	14								
Load Capacity per Sq.Ft. (Lbs.)	500								
Lighted or Unlighted	Lighted.								
TRANSIT SHEDS	None.								
Number and Type of Construction									
Length and Width (Feet)									
Height Inside Do.									
Floor Area for Cargo (Sq.Ft.)									
Load Capacity per Sq.Ft. (Lbs.)									
Cargo Doors									
MECHANICAL HANDLING FACILITIES	Two steam, traveling, full-portal, shipyard cranes, each with 95-foot boom and capacity of 50 tons at 45-foot radius and 23 tons at 70-foot radius; and use of locomotive cranes described under Ref. No. 58.								
RAILWAY CONNECTIONS	One 550-foot surface track on pier joins additional plant trackage in rear; connects with Atchison, Topeka and Santa Fe Railway.								
HIGHWAY CONNECTIONS	Via private road (access), concrete, 24 feet wide, and 20-foot wide timber bridge across Brakes Bayou, from Pine Street (arterial).								
WATER SUPPLY (Available to Vessels)	Through 6-inch line with 2½-inch hose connections.								
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle; A.C., 440 volts, 3-phase, 60-cycle.								
FIRE PROTECTION (Other than City)	Plant fire department, hydrants, hose, hand extinguishers, and watchmen.								
REMARKS	Pier is equipped with service linea for compressed air, oxygen, and acetylene gas.								

OIL HANDLING AND OIL BUNKERING

Twenty-two of the waterfront facilities described in this report are equipped to receive and/or ship crude oil, petroleum products, and petrochemicals; 4 of the oil companies provide bunkering services to tankers berthed at 6 of their facilities. In addition, 2 of these facilities also are used for loading tank barges used in connection with bunkering large, oceangoing vessels at berth in the harbor. These barges, together with their capacities and sizes, are listed separately under "Floating Equipment" in the Port Arthur and Orange sections of this report, pages 36 and 113, respectively.

The tabulation below gives information on the facilities equipped to handle petroleum products; details are given in the table of Piers, Wharves, and Docks beginning on page 58, under the reference numbers indicated. Tank storage at recreational craft service stations is not included.

OIL-HANDLING AND OIL-BUNKERING FACILITIES

P.W.D. REF. NO.	OPERATOR AND/OR USER	STORAGE TANKS	
		NUMBER	CAPACITY (BARRELS)
	Atreco		
1,2(1), 3(1), & 4	Sohio Pipe Line Co.....	108(2)	5,561,000(3)(4)
5	Jefferson Chemical Co., Inc.....	8	135,000(5)
	Port Neches		
6 & 7	Texaco, Inc.....	58(2)	3,800,000(3)(6)
8	Neches Butane Products Co.	6	66,000(5)
8	Ameripol, Inc.....	1	15,000(5)
13	Union Texas Petroleum, Division of Allied Chemical Corp.....	7	400,000

(See footnotes at end of tabulation.)

OIL-HANDLING AND OIL-BUNKERING FACILITIES - Continued

P.W.D. REF. NO.	OPERATOR AND/OR USER	STORAGE TANKS	
		NUMBER	CAPACITY (BARRELS)
	Smiths Bluff		
15,17, & 18(1)	Union Oil Co. of California.....	128(2)	4,873,500(3)(4)
19	Sun Oil Co.....	60	226,500(7)
19,21 (1), & 22	Sun Pipe Line Co.....	41	3,184,000(8)
	Above upper end of McFadden Bend Cut-off		
26	Pan American Petroleum Corp.....	87	4,798,000(3)
	Outfall Canal		
32	Houston Chemical Co., Division of PPG Industries, Inc.....	5	130,000(5)
	Above Smith Island		
37	Mobil Chemical Co., Division of Mobil Oil Corp.....	6	301,040(5)
	Below Beaumont Turning Basin		
38(1)(9), 39(1)(9), 40, & 41	Mobil Oil Corp.....	185(2)	10,751,200(3)
	TOTAL.....	700	34,241,240

(See footnotes on the following page.)

(1) Bunkering tankers berthed at wharf.
(2) Oil refinery.
(3) Includes crude oil.
(4) Includes petrochemicals.
(5) Petrochemicals.
(6) Includes asphalt.
(7) Lubricating oil.
(8) Crude oil.
(9) Loading tank barges for bunkering vessels at berth.

GRAIN ELEVATORS

The Port of Beaumont Navigation District of Jefferson County, Texas, owns a waterside grain elevator in rear of Berth 10, Grain Wharf (P.W.D. Ref. No. 43). This elevator, operated by Continental Grain Co., Southwest Division, consists of 60 concrete silos and a circular, steel, storage tank having a total capacity of 3,500,000 bushels. The elevator is equipped to receive grain by rail and truck and to ship grain by rail, truck, and vessel. An inclined, grain gallery equipped with an electric, belt-conveyor system extends from the elevator to 3 steel towers along the rear of the wharf. Each of the towers is equipped with a hinged-cantilevered, conveyor boom and a vessel-loading spout with electric trimmer; the combined loading rate of the spouts to oceangoing vessels is 50,000 bushels per hour. The wharf provides 700 feet of berthing space with a 36-foot depth of water alongside at mean low tide.

Grain is unloaded from rail boxcars at the elevator by a covered car dumper at a rate of 8 cars per hour; grain also is received at the car shed by rail hopper cars and is bottom-dumped at a rate of 7 cars per hour into 2 receiving pits under another track. Cars can be loaded with grain for rail shipment by a loading spout at a rate of 7 cars per hour. Two surface tracks extend through the car shed and connect with an adjacent 440-car capacity storage yard. The elevator also has a truck dumper which can unload grain from 2 trucks simultaneously at a rate of 16 cars per hour; trucks also may be loaded with grain by a loading spout at a rate of 14,000 bushels per hour.

WAREHOUSES

In the port area, 4 companies operate warehouses having a total of 372,100 square feet of dry storage space. All of the warehouses have railroad connections, and all are easily accessible to arterial highways.

The warehouses are described under 3 reference numbers in the table of Storage Warehouses on page 87. These numbers identify their locations on the Port Facilities Map, page 93A.

OPEN STORAGE

In addition to the long- and short-term, covered storage facilities for waterborne cargo, the Port of Beaumont Navigation District of Jefferson County, Texas, has open storage areas available to the public for storing commodities not requiring protection from the weather. The areas, totaling about 7 acres, are on or at rear of the Port of Beaumont Navigation District's general cargo wharves, Berths 1 thru 7, and 9 (P.W.D. Ref. Nos. 44 and 47 thru 50); each is served by paved roadways and rail tracks. An additional 3.4 acres of open storage area are available for public use at the 4 storage warehouses (S.W. Ref. No. 1) operated by Kilpatricks Bonded Warehouse, Inc., Carroll and Buford Streets.

Other operators with waterfront facilities at the port of Beaumont have open storage areas to meet their own operational requirements; these areas usually are not available for public use.

FLOATING EQUIPMENT

Floating equipment based at the ports of Port Arthur and Orange serves the port of Beaumont. This equipment is described in detail under "Floating Equipment" in the Port Arthur and Orange sections of this report, pages 36 and 113, respectively.

The floating derrick based at Beaumont is described under the section "Hoisting Facilities - Ashore and Afloat," page 84 of this report.

Additional information on floating equipment can be obtained from Transportation Series Nos. 4 and 5, "Transportation Lines on the Mississippi River System and the Gulf Intracoastal Waterway," and "Transportation Lines on the Atlantic, Gulf, and Pacific Coasts." These publications are described under "Floating Equipment" in the Port Arthur section of this report.

MARINE REPAIR PLANTS

Five plants operate waterfront facilities at the port for the construction, repair, and conversion of oceangoing vessels, large steel barges, offshore oil drilling platforms,and tugs, towboats, workboats, fishing vessels, and other types of small vessels. Details of these plants are found in the table of Marine Repair Plants on page 88. Three of the plants operate haul-out or drydocking facilities which are described in the following section "Drydocks, Marine Railways, and Vertical Boat Lift."

The port of Beaumont also has several plants without waterfront facilities which are engaged in various types of marine repair work. These companies maintain shops and portable equipment for making above-waterline repairs, and for installing equipment, gear, and machinery on all types of craft at berth.

DRYDOCKS, MARINE RAILWAYS, AND VERTICAL BOAT LIFT

One floating drydock, 2 marine railways, and a vertical boat lift are at 3 of the 5 waterfront marine repair plants. The floating drydock has a lift capacity of 17,500 tons; the marine railways have haul-out capacities of 10 and 75 tons; and the vertical boat lift has a capacity of 30 tons.

Detailed descriptions of the floating drydock and the marine railways are given in the tables on pages 89 and 90.

The vertical boat lift is operated by Marine Sales & Service at its plant on the southwest side of Brakes Bayou

at foot of Elizabeth Street. The electrically operated lift has a capacity of 30 tons and a lift platform 42 feet long and 21 feet wide with a water depth of 5 feet at mean high water when submerged.

HOISTING FACILITIES - ASHORE AND AFLOAT

General cargo at the port usually is handled to and from vessels by ships' tackle. However, shore-based, hoisting facilities with lifting capacities ranging up to 75 tons, and a floating derrick with a lifting capacity of 75 and 50 tons are available to the public. In addition, D. M. Picton & Co., Inc., owns and operates a 250-ton, A-frame, floating derrick, "Edward," and a 50-ton, stiff-leg, floating derrick, "Robert." These derricks, based at and described under the Port Arthur section of this report, are available for making heavy lifts at shipside anywhere in the Port Arthur, Beaumont, and Orange port areas.

The following listing gives details of hoisting equipment available for hire. Cranes, derricks, and special-handling equipment at other waterfront facilities within the port area, usually for the sole use of the operating companies, are described under "Mechanical Handling Facilities" in the preceding table of Piers, Wharves, and Docks.

Hoisting Facilities - Ashore

Port of Beaumont Navigation District of Jefferson County, Texas.

Berths Nos. 2 and 3 Wharf, P.W.D. Ref. No. 48.

One, diesel-electric, traveling, revolving, full-portal, gantry crane with 90-foot boom and 10-foot jib extension; lift capacity 60 tons at 35-foot radius.

Berths Nos. 2, 3, 5, 6, and 7 Wharves, P.W.D. Ref. Nos. 48, 50, and 51.

One, 50- to 75-ton, diesel-electric, locomotive crane with 70-foot boom.

One, 40-ton, diesel, locomotive crane with 75-foot boom.

James J. Flanagan Stevedores, Petroleum Building, Beaumont, Texas.

*One, 40-ton, diesel, crawler crane with 70-foot boom.

*One, 10-ton, diesel, crawler crane with 60-foot boom.

*One, 10-ton, diesel, mobile crane with 50-foot boom.

Port Arthur Stevedores, P. O. Box 1367, Port Arthur, Texas.

One 40- and one 35-ton cranes are described under "Hoisting Facilities - Ashore" of the Port Arthur section of this report.

P. C. Pfeiffer Co., Inc., 130 Wall Street, Beaumont, Texas.

One 50-, two 25-, one 15-, and one 4½-ton cranes are described under "Hoisting Facilities - Ashore" of the Port Arthur section of this report.

Bethlehem Steel Corporation, Island Park, Beaumont, Texas.

South Wharf, P.W.D. Ref. No. 57.

One, 50-ton, electric, traveling, full-portal, shipyard crane with 82-foot boom.

One, 50-ton, steam, traveling, full-portal, shipyard crane with 90-foot boom.

One, 50-ton, gasoline, mobile crane with 30-foot boom.

One, 10-ton, gasoline, mobile crane with 14- to 22-foot telescoping boom.

Drydock Pier, P.W.D. Ref. No. 58.

One, 30-ton, electric, traveling, full-portal, shipyard crane with 90-foot boom.

*Cranes also are used at the port of Orange.

Drydock Pier, P.W.D. Ref. No. 58 - Continued.
One, 22-ton, electric, traveling, full-portal, shipyard crane with 120-foot boom.

One, 50-ton, diesel-electric, locomotive crane with 60-foot boom.

East Wharf, P.W.D. Ref. No. 59.
One, 35-ton, steam, traveling, full-portal, shipyard crane with 70-foot boom.

North Wharf, P.W.D. Ref. No. 60.
One, 50-ton, electric, traveling, full-portal, shipyard crane with 120-foot boom and 20-foot jib extension.

West Pier, P.W.D. Ref. No. 61.
Two, 50-ton, steam, traveling, full-portal, shipyard cranes, each with 95-foot boom.

Hoisting Facilities - Afloat

Bethlehem Steel Corporation, Island Park, Beaumont, Texas.
P.W.D. Ref. Nos. 57 thru 61.
One, 50-ton, steam derrick with a 230-foot, A-frame boom and a 100-foot boom with lift capacity of 75 tons mounted on a 106- by 44-foot, towed, steel barge, "FE-1."

RAIL LINES

The port area of Beaumont is served by the Atchison, Topeka and Santa Fe Railway; Kansas City Southern Railway (Kansas City Southern Lines); Missouri Pacific Railroad (Missouri Pacific Lines); and Southern Pacific Company.

STORAGE WAREHOUSES

(For public merchandise only)

WAREHOUSE REFERENCE NO. ON MAP	1		2		3	
OPERATOR AND ADDRESS	Kilpatricks Bonded Warehouse, Inc. 991 Laurel Avenue Beaumont, Texas 77701		Bulk Packaging Corp., Port of Beaumont Warehouse No. 1. Foot of Main Street Beaumont, Texas		Terminal Warehouse & Storage Co. 1001 Pearl Street Beaumont, Texas 77704	
KIND OF STORAGE	Dry.		Dry.		Dry.	
COMMODITIES USUALLY STORED	General merchandise.		General cargo and bagged urea		General merchandise	
DESCRIPTION Type of Construction	Four buildings - Warehouses Nos. 1, 2, 3, and 4. Timber frame, metal covered.		Timber frame, metal covered, paved floor; divided into Sections A, B, C, and D by firewalls.		Reinforced concrete and brick, concrete floors.	
Number of Floors	One.		One.		Three.	
Clear Height for Storage (feet)						
First Floor	10-18		13		12-16	
Other Floors	-		-		12-16	
Allowable Floor Load (Lbs.Per Sq.Ft.)						
First Floor	Unlimited.		50		Unlimited.	
Other Floors	-		-		350, 2d; 150, 3d.	
	DRY STORAGE	COLD STORAGE	DRY STORAGE	COLD STORAGE	DRY STORAGE	COLD STORAGE
Total Occupiable Storage Area (Sq.Ft.)	124,800		130,630		80,000	
Area Available for Public Storage						
General Storage (Sq.Ft.)	124,800		130,630		80,000	
Bonded Storage (Sq.Ft.)	-		-		-	
Coolers (Cu.Ft.)	-		-		-	
Freezers (Cu.Ft.)	-		-		-	
RAILWAY CONNECTIONS	One 400-foot depressed track serves open paved area between ends of warehouses; connects with Kansas City Southern Railway.		One 900-foot, platform-level track along south side and one 830-foot track along north side of warehouse; connect with Southern Pacific Co.; Kansas City Southern Railway; Missouri Pacific Railroad; and Atchison, Topeka and Santa Fe Railway.		One 200-foot surface track at carfloor level along northwest side of warehouse; connects with Kansas City Southern Railway.	
FIRE PROTECTION	Sprinkler system, one 105,000-gallon water tower, hose, hydrants, and hand extinguishers.		Sprinkler system and water barrels and buckets.		Hydrants, hose, and hand extinguishers.	
REMARKS	Warehouses located at Carroll and Buford Streets. Trucks have access to interior of warehouses. Approximately 3.4 acres of open storage area available. One 2½-, one 2-, and three 1½-ton, gasoline, fork lift trucks.		Bulk urea received by rail hopper cars and bottom-dumped into receiving pits; Section B of warehouse is equipped with electric conveyors, scales, and bagging machines.		One 5- and one 2½-ton electric elevators; four 1½-ton, gasoline, fork lift trucks; and 6 truck-loading stations.	

WAREHOUSE REFERENCE NO. ON MAP	4					
OPERATOR AND ADDRESS	Heisig Storage & Transfer Co. 545 Holmes Street Beaumont, Texas					
KIND OF STORAGE	Dry.					
COMMODITIES USUALLY STORED	General merchandise and packaged chemical products.					
DESCRIPTION Type of Construction	Part timber and part steel frame, metal covered.					
Number of Floors	Two.					
Clear Height for Storage (feet)						
First Floor	10					
Other Floors	18					
Allowable Floor Load (Lbs.Per Sq.Ft.)						
First Floor	Unlimited.					
Other Floors	200					
	DRY STORAGE	COLD STORAGE	DRY STORAGE	COLD STORAGE	DRY STORAGE	COLD STORAGE
Total Occupiable Storage Area(Sq.Ft.)	36,670					
Area Available for Public Storage:						
General Storage (Sq.Ft.)	36,670					
Bonded Storage (Sq.Ft.)	-					
Coolers (Cu.Ft.)	-					
Freezers (Cu.Ft.)	-					
Leased space. (Sq.Ft.)	See Remarks.					
RAILWAY CONNECTIONS	Two surface tracks, capacity 4 cars; connect with Missouri Pacific Railroad.					
FIRE PROTECTION	Sprinkler system and hand extinguishers.					
REMARKS	At time of survey, operator had 50,000 square feet of additional space in 3 leased buildings at Fannin Street and Railroad Avenue. One 2½-ton electric elevator; one 2½- and one 2-ton, gasoline, fork lift trucks; and 4 truck-loading stations.					

MARINE REPAIR PLANTS

REF.NO.OF NEAREST PIER OR WHARF	12	34
OPERATOR AND ADDRESS	Coastal Marine Service of Texas, Inc. 1051 Houston Avenue Port Arthur, Texas	State Welding and Machine Works Gulf States Road Beaumont, Texas
LOCATION OF PLANT	Port Neches, right bank of Neches River, between foot of Merriman and Dallas Streets extended.	Right bank of Old River, opposite Smith Island, about 0.53 mile above junction with Neches River.
REPAIR SHOPS AND EQUIPMENT	Fully equipped machine shop; welding units; portable power tools, pumps, and air compressors; tank-cleaning equipment; and 2 diesel crawler cranes, one with 110- and one with 45-foot boom.	Welding units; portable power tools; tank-cleaning equipment; one 10-ton crane with 60-foot boom and two 1-ton truck cranes, each with 10-foot boom; air compressor.
NATURE OF WORK UNDERTAKEN	Construction of large steel barges; above-waterline repairs to steel hulls and decks; steel fabrication; piping work; machinery, engine, and boiler repairs; tank-cleaning barges.	Above-waterline repairs to steel barges; welding work; gas-freeing and cleaning tank barges.
LARGEST SHAFTS PRODUCED	-	-
LARGEST CASTINGS PRODUCED	-	-
VESSEL CAPACITY AT PLANT	1,350 feet of berthing space.	Two barges.
REMARKS	Repair work done at plant or on board vessels at any location in harbor. Machine shop located at 1051 Houston Avenue, Beaumont, Texas.	-

REF.NO.OF NEAREST PIER OR WHARF	35	54
OPERATOR AND ADDRESS	B & B Marine Enterprises 540 Campus Street Beaumont, Texas	Marine Sales & Service 510 Cypress Street Beaumont, Texas
LOCATION OF PLANT	Right bank of Old River, opposite Smith Island, about 0.6 mile above junction with Neches River.	Southwest side of Brakes Bayou at junction with Neches River, foot of Elizabeth Street.
REPAIR SHOPS AND EQUIPMENT	Portable power tools; welding units; one 10-ton marine railway; one crawler crane with 40-foot boom.	Machine and carpenter shop; welding units; portable power tools; pumps; one 75-ton marine railway; and one 30-ton vertical boat lift with 42- by 21-foot platform.
NATURE OF WORK UNDERTAKEN	Construction of small steel barges; repairs to steel and wood hulls of small vessels; painting.	Above- and below-waterline repairs of any nature to small wood and steel hull vessels up to capacity of marine railway; installation of propellers and shafts; sandblasting; painting.
LARGEST SHAFTS PRODUCED	-	By subcontract.
LARGEST CASTINGS PRODUCED	-	None.
VESSEL CAPACITY AT PLANT	One on marine railway; others at mooring piles.	One on marine railway and one on vertical boat lift.
REMARKS	-	-

REF.NO.OF NEAREST PIER OR WHARF	57, 5B, 59, 60, and 61
OPERATOR AND ADDRESS	Bethlehem Steel Corp., Beaumont Yard P. O. Box 3031 Beaumont, Texas 77704
LOCATION OF PLANT	Island Park, right bank of Neches River.
REPAIR SHOPS AND EQUIPMENT	Shops: Machine, electric, pipe and copper fabrication, plate, and blacksmith; mold loft; 2 stress-relieving furnaces; gas and electric welding units; shipbuilding and side-launching ways; one 17,500-ton floating drydock; one 50-ton floating derrick; shipyard cranes with capacities up to 50 tons; one diesel tug; and workboats.
NATURE OF WORK UNDERTAKEN	Construction, conversion, and repairs of any nature to all types of barges, tugs, large, oceangoing vessels; and offshore oil drilling platforms and vessels.
LARGEST SHAFTS PRODUCED	Lathe: 60-inch swing by 38-foot bed.
LARGEST CASTINGS PRODUCED	By subcontract.
VESSEL CAPACITY AT PLANT	One in drydock; others at piers and wharves.
REMARKS	Repair work done at plant and on board vessels at any location in harbor.

MOORED AT P.W.D REF. NO.	58
OWNED AND OPERATED BY	Bethlehem Steel Corp., Bethlehem Yard.
ADDRESS	P. O. Box 3031 Beaumont, Texas 77704
LOCATION ON WATERFRONT	Island Park, right bank of Neches River, about 0.3 mile above mouth of Brakes Bayou.
TYPE OF CONSTRUCTION	Seven sections: One steel and 6 wood with steel wingwalls.
DIMENSIONS (FEET): Length overall..... Length on blocks..... Width overall..... Maximum clear width for vessel..... Maximum depth over blocks, dock submerged.	 651 579 117 86 23.5, MHW
LIFTING CAPACITY (TONS)	17,500
MEAN RISE AND FALL OF TIDE (FEET)	1.9
CRANE SERVICE	One 30- and one 22-ton, electric, traveling, full-portal, shipyard cranes with 90- and 120-foot booms, respectively; and one 50-ton, diesel-electric, locomotive crane with 60-foot boom.
UTILITIES AVAILABLE	Fresh and salt water, compressed air, oxygen, steam, and acetylene gas; A.C., 120/208/440 volts; and D.C., 125/250 volts.
LARGEST VESSEL HANDLED (FEET)	650 by 84
DATE BUILT AND/OR REBUILT	1934/1949-1951/1967
REMARKS	Drydock is moored along south side of pier.

REF.NO. OF NEAREST PIER OR WHARF	35	54
OWNED BY	Messrs. Leo Babel, Morris Barrilleaux, and W. J. Schomer, Jr.	George C. Hall.
OPERATED BY	B & B Marine Enterprises.	Marine Sales & Service.
ADDRESS	550 Campus Street, Beaumont, Texas.	510 Cypress Street, Beaumont, Texas.
LOCATION ON WATERFRONT	Right bank of Old River opposite Smith Island, about 0.6 mile above junction with Neches River.	Southwest side of Brakes Bayou at junction with Neches River, foot of Elizabeth Street.
TYPE	Crandall.	Crandall.
DIMENSIONS (FEET):		
Length of cradle	23	55 (See Remarks.)
Length on blocks	20	55
Clear width of cradle at top of keel blocks	18	20
Depth over keel blocks at MHW		
Forward	4	7
Aft	7	14
HAULING POWER (TONS)	10	75
MEAN RISE AND FALL OF TIDE (FEET)	1.5	1.5
CRANE SERVICE	One diesel crawler crane with 40-foot boom.	-
UTILITIES AVAILABLE	Water and electricity.	Water and A.C., 110/220 volts.
LARGEST VESSEL HANDLED (FEET)	46	40-50
DATE BUILT AND/OR REBUILT	1969	-
REMARKS	-	Cradle is comprised of 2 sections, one 21.7- and one 10-foot long, and together can be extended for use to 55 feet.

OPERATOR AND/OR NAME OF FACILITY	PAGE NO.	MAP REF. NO.
B & B Marine Enterprises, Mooring	69	35
Beaumont Navigation District of Jefferson County, Texas, Port of		
Berth No. 1 Wharf	73	47
Berth No. 4 Wharf	74	49
Berth No. 7 Wharf	74	51
Berth Nos. 2 and 3 Wharf	73	48
Berths Nos. 5 and 6 Wharf	74	50
Berths Nos. 8 and 9 Wharf	72	44
Beaumont, Texas, City of		
*Beaumont Pipkin Park Wharf	73	46
Bethlehem Steel Corp		
Beaumont Yard		
Drydock Pier	77	58
East Wharf	77	59
North Wharf	77	60
South Wharf	76	57
West Pier	78	61
Centex Cement Co., Barge Wharf	76	55
Coastal Marine Service of Texas, Inc.		
Coastal Marine Service Wharf	61	12
Continental Grain Co., Southwest Division		
Port of Beaumont Navigation District, Berth No. 10, Grain Wharf	72	43
Dresser Ideco, Division of Dresser Industries, Mooring	69	36
du Pont de Nemours, E. I., & Co., Inc.		
Du Pont Barge Wharves	65	24
Du Pont Wharf	65	23
Houston Chemical Co., Division of PPG Industries, Inc., Slip	68	32
International Creosoting & Construction Co., Wharf	76	56
Jefferson Chemical Co., Inc., Wharf	59	5
Jefferson Shell Co., Inc., Wharf	72	45
Keown Supply Shell Co., Wharf	61	10
Lone Star Cement Corp., Shell Wharf	75	53
McKinley, C. A., Sons, Inc., Shell Wharf	75	54

*Not operated and not used.

OPERATOR AND/OR NAME OF FACILITY	PAGE NO.	MAP REF. NO.
Mobil Chemical Co., Division of Mobil Oil Corp.		
Base Plant Wharf	70	37
Nitrogen Plant Loading Wharf	68	33
Towboat Wharf	71	42
Wharf No. 1	71	41
Wharf No. 2	71	40
Wharf No. 3	70	39
Wharf No. 4	70	38
Neches Butane Products Co.		
Texas-U. S. Chemical Co. Wharf	60	8
Neches Shell Co.		
Mooring	61	11
Towboat Wharf	60	9
Olin Corp., Chemicals Division		
Barge Loading Dock	68	31
Pan American Petroleum Corp., Wharf	66	26
Red River Barge Lines		
Port of Beaumont Navigation District, Barge Wharf	75	52
Sohio Pipe Line Co.		
Barge Dock	58	1
Dock A	58	3
Dock B	59	4
No. 1 Dock	58	2
State Welding and Machine Works		
Mooring	69	34
Sun Oil Co.		
Sunoco Lube Oil Wharf	64	19
Sunoco Package Wharf	64	20
Sun Pipe Line Co.		
Sunoco Barge Wharf	65	22
Sunoco Ship Loading Wharf	64	21
Texas Gulf Sulphur Co.		
Dry Bulk Sulphur Dock	67	28
Liquid Sulphur Barge Dock	67	30
Liquid Sulphur Dock	67	29
Mooring Dock	66	27
Texaco, Inc.		
Port Neches No. 1 Dock	60	7
Port Neches No. 2 Dock	59	6

OPERATOR AND/OR NAME OF FACILITY	PAGE NO.	MAP REF. NO.
Union Oil Company of California		
Barge Cleaning Wharf	62	14
Barge Wharf	63	16
Lower Barge Unloading Wharf	62	15
Main Wharf	63	18
Upper Barge Unloading Wharf	63	17
Union Texas Petroleum, Division of Allied Chemical Corporation		
Wharf	62	13
United States Government		
U. S. Department of Commerce		
Maritime Administration		
Maritime Administration Small Craft Pier	66	25

ALA.
COLA
PANAM
CITY

PORT FACILITIES AT BEAUMONT, TEXAS

BOARD OF ENGINEERS FOR RIVERS AND HARBORS
WASHINGTON, D.C.

SCALE OF FEET
500 0 500 1000 1500

FIELD DATA AS OF MAY 1969

SUBMITTED:
CHIEF, PORT FACILITIES DIVISION

APPROVED
COLONEL, CORPS OF ENGINEERS, U.S.A.

APPROVAL RECOMMENDED:
EXECUTIVE ASSISTANT

DATA BY R.A.S.
DRAWN BY W.E.McC.

LOCATION MAP

SCALE OF MILES
0 50 100 200 300

TEX. LA. MISS. ALA. GA. FLA.
BEAUMONT ORANGE HOUSTON PORT ARTHUR LAKE CHARLES BATON ROUGE NEW ORLEANS PASCAGOULA GULFPORT MOBILE PENSACOLA PANAMA CITY
TEXAS CITY GALVESTON FREEPORT CORPUS CHRISTI PORT ISABEL BROWNSVILLE MEXICO
GULF OF MEXICO

VICINITY MAP

SCALE OF MILES
0 2 3 4

ORANGE COUNTY
JEFFERSON COUNTY
CAMERON PARISH
LOUISIANA
BEAUMONT ORANGE ORANGEFIELD BRIDGE CITY PORT NECHES NEDERLAND GROVES ATRECO PORT ARTHUR TAYLORS BAYOU
INTERSTATE HWY. NO. 10 U.S. HWY. NO. 90
STATE HWY. NO. 347 STATE HWY. NO. 73 STATE HWY. NO. 87 STATE HWY. NO. 82
Southern Pacific Company
Kansas City Southern Railway
Neches River Sabine Lake Spoil Area
Gulf Intracoastal Waterway
Port Arthur Canal
Sabine Pass Channel
Johnson Lake Keith Lake Salt Lake
Sabine Pass Sabine
TO GALVESTON
GULF OF MEXICO

NECHES RIVER
SABINE LAKE TO SMITH ISLAND

SCALE OF FEET
3000 1500 0 3000 6000 9000

Sabine Lake Channel 40 ft. deep 400 ft. wide
Sabine Neches Canal Depth 40 ft.
Old River Cove Humble Island Stewts Island
Port Neches Atreco Bridge City Groves Nederland
Rainbow Bridge Texaco Inc. Gulf States Steel Inc.
Neches River Channel Depth 40 ft.
Turning Area 1000 ft. diameter Depth 40 ft.
Bare Island Bayou Round Point Hillebrandt Bayou Smiths Bluff Cutoff
Texas Gulf Sulphur Slip Pan American Petroleum Corp. Sun Oil Co. Union Oil Co.
Restricted Anchorage
Neches River Channel Depth 30 ft.
Mobil Oil Corp. Smith Island Old River
Gulf States Canal Texas Gulf Sulphur Slip
Brake's Bayou Mobil Oil Corp.
Turning Basin Depth 34 ft.
Maneuvering Basin Depth 40 ft.
Beaumont Turning Basin Depth 34 ft.
Harbor Island
Channel Depth 30 ft.
Channel Depth 40 ft.
Mobil Oil Corp.

LEGEND

- CUSTOM HOUSE
- GENERAL CARGO TERMINALS DOMESTIC TRADE
- GENERAL CARGO TERMINALS FOREIGN TRADE
- INTRACOASTAL TERMINALS
- BULK COMMODITIES HANDLING
- PETROLEUM PRODUCTS & OIL HANDLING
- OIL BUNKERING
- SULPHUR HANDLING
- MOLASSES HANDLING
- SAND, GRAVEL, CEMENT LIMESTONE HANDLING
- DRY STORAGE WAREHOUSES
- STEEL HANDLING
- CONTAINER HANDLING
- PETROCHEMICAL HANDLING
- CHEMICAL HANDLING
- BOAT LIFTS
- DRYDOCKS
- MARINE RAILWAYS
- MARINE REPAIR PLANTS
- SHIPBUILDING PLANTS
- LUMBER HANDLING
- FERTILIZER HANDLING
- GRAIN ELEVATORS
- GRAIN HANDLING

NUMERALS REFER TO DESCRIPTIONS IN TEXT.
CHANNEL DEPTHS SHOWN ARE PROJECT DEPTHS, FOR DATA ON CONTROLLING DEPTHS, SEE TEXT PAGE NO. 5.
TRANSIT SHEDS ARE SHOWN AS CROSSHATCHED BUILDINGS.

BEAUMONT

Main St. Pearl St. Orleans St. Park St. Neches St. Market St.
Crockett St. Bowie St. Fannin St. Forsyth St. Wall St. College St. Gilbert St. Milam St. Franklin St. Blanchette St.
Travis St. Cypress St. Walnut St. Mulberry St. Levis St. Hickory St.
Magazine St. Pearl St. Willow St. Liberty St. Broadway Ave.
Court House
Riverside Dr. Sabine Pass Ave. Emmet Ave. Pennsylvania St. Langham St. Bethune St.
Wallace St. Leonard St. Palace St. Herring St. Calhoun St. Leiper St. Port St. Levy St. Brooklyn St. Greer St. Brus St. Elsa St. Ewing Ave. Euford St. Huron St.
Harbor Island
Maneuvering Basin Depth 40 ft.
Turning Basin Depth 34 ft.
Channel Depth 30 ft.
Channel Depth 40 ft.
Neches River
Brake's Bayou
Mobil Oil Corp.
Beaumont Turning Basin Depth 34 ft.

U.S. Hwy. No. 90 Interstate Hwy. No. 10 State Hwy. No. 380 Railroad Ave.
Long Ave. Willow St. Broadway Ave. Liberty Ave.
Missouri Pacific Railroad Southern Pacific Company Atchison, Topeka and Santa Fe Railway
K.C.S. Ry. S.P. Co. A.T.&S.F. Ry.

THE PORT OF ORANGE, TEXAS

PORT AND HARBOR CONDITIONS

LOCATION AND GENERAL DESCRIPTION

The port of Orange, Texas, is on the west bank of the Sabine River, a part of the boundary between the States of Texas and Louisiana. The Sabine River and the Adams and Cow Bayous are part of the Sabine-Neches Waterway described in the Port Arthur section of this report. The city of Orange, at the upper limits of the Sabine River Channel, is about 32 nautical miles from the Gulf of Mexico, 105 nautical miles east of Galveston, Texas, and, by way of the Southwest Pass, Mississippi River, 437 nautical miles west of New Orleans, Louisiana. The Adams and Cow Bayous empty into the Sabine River about 4 and 7 miles, respectively, below Orange. A channel for shallow-draft navigation has been dredged 1.63 miles up the Adams Bayou from the Sabine River and 7.13 miles up the Cow Bayou to a turning basin at Orangefield, Texas.

The port's waterfront facilities are along the Sabine River; the Old Channel around Orange Harbor Island; the south side of the Orange Municipal Slip; and on Adams and Cow Bayous. The principal waterborne commodities handled at the port are shell, crude petroleum, and chemicals.

HARBOR AND CHANNEL IMPROVEMENTS BY THE UNITED STATES

The existing project covering the Sabine-Neches Waterway is described in the Port Arthur section of this report.

ANCHORAGES

There are no anchorage areas for vessels at the port of Orange. Vessels may tie up along the banks of the Sabine River for limited periods provided permission is obtained from the District Engineer, U. S. Army Engineer District, Galveston, Texas.

BRIDGES

Bridges crossing the navigable channels of the Sabine-Neches Waterway are described in the Port Arthur section of this report.

WEATHER CONDITIONS

Weather conditions at Orange are similar to those described in the Port Arthur and Beaumont sections of this report.

Keown Supply Shell Co. Wharf
(P.W.D. Ref. No. 4).

Port of Orange, Upper Wharf
(P.W.D. Ref. No. 11).

Floating Drydock, Weaver Shipyards
(P.W.D. Ref. No. 13).

West side, Alpha Portland Cement Co. Slip
(P.W.D. Ref. No. 33).

Levingston Shipbuilding Co., Orange
Harbor Island Outfitting Wharf
(P.W.D. Ref. No. 20).

Alpha Portland
Cement Co. Wharf
(P.W.D. Ref. No. 34).

PORT AND HARBOR FACILITIES

PIERS, WHARVES, AND DOCKS

Thirty-five piers, wharves, and docks are described in this report for the port of Orange, Texas. Four of these facilities are on Adams Bayou; 5, on Cow Bayou; 2, on the south side of the Orange Municipal Slip; and 24, along the Sabine River and the Old Channel around Orange Harbor Island. Each facility is described under a reference number in the table of Piers, Wharves, and Docks beginning on page 100. These reference numbers designate facility locations on the accompanying Port Facilities Map on page 121A.

The following list summarizes the piers, wharves, and docks at the port by primary purpose for which used or type of service offered.

PRIMARY PURPOSE FOR WHICH USED	NO.
Cargo handling:	
Bulk cement	1
Crude oil	3
Feed stock oil	1
General cargo in foreign and domestic trades.	2
Petrochemicals	2
Shell and stone	2
Steel and steel products	3(1)

(See footnotes at end of tabulation.)

PRIMARY PURPOSE FOR WHICH USED - Continued	NO.
Shipbreaking	1(2)
Marine services and repairs:	
Mooring	4
Mooring in connection with marine repairs and outfitting; and gas-freeing and cleaning tank barges and vessels	15
TOTAL	34

(1) One is used for shipment of steel and other materials and supplies by barge for use at shipyard on Orange Harbor Island.
(2) Also used for making minor repairs to fishing boats.

Waterfront facilities in the port area used exclusively by recreational craft are not included in this report.

The Orange County Navigation and Port District owns and operates the Port of Orange Lower and Upper Wharves (P.W.D. Ref. Nos. 10 and 11) for handling general cargo in foreign and domestic trades. These wharves, on the south side of Orange Municipal Slip, have a total of 2,133 feet of continuous berthing space with a water depth of 30 feet alongside at mean low tide. The wharves' 7 transit sheds have a total of 237,622 square feet of storage space. Surface tracks at carfloor level extend along the rear of the transit sheds and connect with tracks of the Southern Pacific Company and the Missouri Pacific Railroad.

PIERS, WHARVES, AND DOCKS

Cow Bayou

Corps of Engineers Port Code No. 60050 Orange Harbor, Texas

REFERENCE NUMBER ON MAP	1 Dock Code No. 886	2 Dock Code No. 886	3 Dock Code No. 886
NAME	Marshall Shipbuilders Enterprise Mooring.	Becke Marine Service Wharf.	Tex Port Barge Co. Wharf.
LOCATION ON WATERFRONT	South side of Old Channel, approximately 1,000 feet above East Round Bunch Road Bridge.	North side of Old Channel, approximately 0.9 mile above East Round Bunch Road Bridge.	North side of Old Channel, approximately 4.6 miles above junction with Sabine River.
OWNED BY	Marshall Shipbuilders Enterprise, Inc.	Becke Marine Service, Inc.	Lewis Berwick.
OPERATED BY	do.	do.	Tex Port Barge Co.
PURPOSE FOR WHICH USED	Mooring towboats, barges, and various types of small vessels for outfitting and repairing; mooring floating drydock.	Mooring towboats, barges, and various types of small vessels for repair.	Mooring company-owned floating equipment.
TYPE OF CONSTRUCTION	Natural bank.	Timber pile, timber-decked wharf.	Timber bulkhead with solid fill; additional berthing available along adjacent natural bank.

DESCRIPTION								
	Natural bank			Face	Lower side	Upper side	Face		
Dimensions (Feet)	700			35	18	10	30		
Depth Alongside at MLT Do.	8			10-8	-	-	10		
Usable Berthing Space Do.	700			35	-	-	200 w/bank		
Width of Apron Do.	Open.			Open.			Open.		
Height of Deck Above MLT Do.	-			5			5-3		
Load Capacity per Sq.Ft. (Lbs.)	-			-			-		
Lighted or Unlighted	Partly lighted.			Unlighted.			Unlighted.		
TRANSIT SHEDS	None.			None.			None.		
Number and Type of Construction									
Length and Width (Feet)									
Height Inside Do.									
Floor Area for Cargo (Sq.Ft.)									
Load Capacity per Sq.Ft. (Lbs.)									
Cargo Doors									

MECHANICAL HANDLING FACILITIES	One 20-ton, diesel, crawler crane with 50-foot boom.	None.	None.
RAILWAY CONNECTIONS	None.	None.	None.
HIGHWAY CONNECTIONS	Via private driveway (access), shell, varied widths, from East Round Bunch Road, asphalt, 20 feet wide.	Via Patillo Road (access), unimproved, 10 feet wide.	Via driveway (access), unimproved, 10 feet wide, from State Highway No. 87 (arterial), paved.
WATER SUPPLY (Available to Vessels)	Through 3/4-inch line.	Through small line with hose connections.	Through small line with hose connections.
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle; A.C., 220/440 volts, 3-phase, 60-cycle.	A.C., 110 volts, single-phase, 60-cycle.	A.C., 110 volts, single-phase, 60-cycle.
FIRE PROTECTION (Other than City)	Water line, pumps, hose, and hand extinguishers.	-	-
REMARKS	One 225-ton floating drydock moored along bank; and one 100-ton marine railway.	One 50-ton marine railway located above upper side of wharf.	Boathouse at lower side of wharf.

PIERS, WHARVES, AND DOCKS

NAME	Shell Oil Co.	Upper Wharf	Lower Wharf
LOCATION (& ADDRESS)	West side of New Bayou Old Channel, approximately 1.8 miles above junction with Sabine River	West side of Adams Bayou Channel, approximately 0.9 mile above junction with Sabine River	West side of Adams Bayou Channel, approximately 1.1 miles above junction with Sabine River
OWNED BY	Shell Oil Co.	E. I. du Pont de Nemours & Co., Inc.	E. I. du Pont de Nemours & Co., Inc.
OPERATED BY	Do.	Do.	Do.
PURPOSE FOR WHICH USED	Receipt of shell and crushed stone by barge	Shipment of petrochemicals and distillates by barge	Receipt of petrochemicals by barge
TYPE OF CONSTRUCTION	Timber bulkhead with solid fill; additional berthing available along adjacent natural bank	Timber pile, timber-decked, offshore wharf with one 40- by 3- and one 40- by 6-foot timber approach; fronted by timber mooring dolphins.	Timber pile, timber-decked, offshore wharf with two 76- by 3-foot timber approaches; fronted by timber mooring dolphins.
DESCRIPTION	Face	Face / Lower side / Upper side	Face
Dimensions (Feet)	600	324 / 8 / 8	140
Depth Alongside at MLT Do.	8	15-11 / - / -	15-11
Usable Berthing Space Do.	800 w/bank.	760 w/dolphs. (See Remarks) / -	365 w/dolphs.
Width of Apron Do.	Open.	Open. /	Open.
Height of Deck Above MLT Do.	-	7.5	7
Load Capacity per Sq.Ft. (Lbs.)	-	-	-
Lighted or Unlighted	Lighted.	Lighted.	Lighted.
TRANSIT SHEDS	None.	None.	None.
Number and Type of Construction			
Length and Width (Feet)			
Height Inside Do.			
Floor Area for Cargo (Sq.Ft.)			
Load Capacity per Sq.Ft. (Lbs.)			
Cargo Doors			
MECHANICAL HANDLING FACILITIES	Two diesel, crawler cranes, each with 70-foot boom and 3-cubic yard bucket; one 2-cubic yard, diesel, mobile, front-end loader; and one 40-, one 60-, and one 80-cubic yard, truck-loading hopper. One 30-inch wide, electric, belt-conveyor system extends from receiving pit at open storage area in rear to asphalt plant.	Two 1-ton, mast-and-boom derricks, each with 30-foot boom for handling hose.	One hand-operated, stiff-leg derrick with 40-foot boom for handling hose.
RAILWAY CONNECTIONS	None.	Plant trackage in rear connects with tracks of Southern Pacific Company and Missouri Pacific Railroad.	Same as Ref. No. 5.
HIGHWAY CONNECTIONS	Via State Highway No. 87 (arterial), paved.	Via private roads (access), asphalt, 14 feet wide, from Petrochemical Row (arterial-State Highway FM 1006).	Same as Ref. No. 5.
WATER SUPPLY (Available to Vessels)	Through 3/4-inch line with hose connections.	None.	Through 3/4-inch line with hose connections.
ELECTRIC CURRENT (Available to Vessels)	None.	None.	None.
FIRE PROTECTION (Other than City)		Plant fire department, pumps, hydrants, foam generators, and watchmen.	Same as Ref. No. 5.
REMARKS	Open storage area in rear for 20,000 cubic yards of shell and crushed rock.	Face of wharf is in line with face of Upper Wharf (Ref. No. 6) and together with mooring dolphins provide a total of 1,125 feet of berthing space. Two 10- and one 6-inch pipelines extend from wharf to 14 steel storage tanks in rear of Upper Wharf, total capacity 158,300 barrels.	One 12- and two 6-inch pipelines extend from wharf to 8 steel storage tanks, total capacity 90,500 barrels. In addition, one 4-inch steam line serves wharf. An additional 220 feet of berthing space for idle barges is available alongside row of timber mooring dolphins in dredged slip above upper side of wharf; 38- by 5-foot timber walkway extends from side of slip to mooring dolphins; 12-foot depth of water alongside at MLT.

PIERS, WHARVES, AND DOCKS

Adams Bayou

Corps of Engineers Port Code No. 60050 Orange Harbor, Texas

REFERENCE NUMBER ON MAP	7 Dock Code No. 842	8 Dock Code No. 842	9 Dock Code No. 842
NAME	Sabine River Fueling Service Wharf.	Orange Marine Service Wharf.	Sneeds Shipbuilding Wharf.
LOCATION ON WATERFRONT	The Cove, north side of Old Channel, east of State Highway FM 1006 (Du Pont Drive).	The Cove, north side of Old Channel, east of State Highway FM 1006 (Du Pont Drive).	The Cove, north side of Old Channel, east of State Highway FM 1006 (Du Pont Drive).
OWNED BY	Raymond E. Lee, Inc., d.b.a. Sabine River Fueling Service, Inc.	Orange Marine Service, Inc.	Orange Marine Service, Inc.
OPERATED BY	do.	Orange Marine Service, Inc., and Raymond E. Lee, Inc., d.b.a. Sabine River Fueling Service, Inc.	Sneeds Shipbuilding, Inc.
PURPOSE FOR WHICH USED	Mooring vessels for shipbreaking; and mooring fishing boats for repair (See Remarks).	Mooring company-owned towboats and midstream fueling barges.	Mooring towboats, barges, and various types of small vessels for outfitting and repairing.
TYPE OF CONSTRUCTION	Timber piles with steel plates retaining solid fill; additional berthing available along adjacent natural bank.	Timber piles with steel plates retaining solid fill.	Irregular bulkhead with solid fill.
DESCRIPTION	Face	Face	Face
Dimensions (Feet)	350	150	15+60+135+20+90
Depth Alongside at MLT Do.	10	12-10	12
Usable Berthing Space Do.	500 w/bank.	150	250, approx.
Width of Apron Do.	Open.	Open.	Open.
Height of Deck Above MLT Do.	5	6	6
Load Capacity per Sq.Ft. (Lbs.)	-	-	-
Lighted or Unlighted	Partly lighted.	Lighted.	Lighted.
TRANSIT SHEDS	None.	None.	None.
Number and Type of Construction			
Length and Width (Feet)			
Height Inside Do.			
Floor Area for Cargo (Sq.Ft.)			
Load Capacity per Sq.Ft. (Lbs.)			
Cargo Doors			
MECHANICAL HANDLING FACILITIES	Cranes available as needed.	None.	One 10-ton, diesel, crawler crane with 40-foot boom.
RAILWAY CONNECTIONS	None.	None.	None.
HIGHWAY CONNECTIONS	Via Du Pont Drive (arterial-State Highway FM 1006), concrete, 25 feet wide.	Same as Ref. No. 7.	Same as Ref. No. 7.
WATER SUPPLY (Available to Vessels)	None.	Through 2-inch line with 2- and ½-inch hose connections.	Through 3/4-inch line with hose connections.
ELECTRIC CURRENT (Available to Vessels)	None.	A.C., 110 volts, single-phase, 60-cycle.	A.C., 110 volts, single-phase, 60-cycle; A.C., 220 volts, 3-phase, 60-cycle.
FIRE PROTECTION (Other than City)	Pump, hose, and hand extinguishers.	Water line, hose, and hand extinguishers.	Water line.
REMARKS	Marloy Co. uses part of wharf for shipbreaking; and Jack R. Lovett (Cramer Enterprises) uses part for mooring and making minor repairs to own fishing boats.	One 100-ton marine railway, located above and parallel with north side of wharf, is operated by Sneeds Shipbuilding, Inc. (Ref. No. 9).	-

PIERS, WHARVES, AND DOCKS

REFERENCE NUMBER ON MAP	[illegible]	[illegible]
NAME	[illegible]	[illegible]
LOCATION ON WATERFRONT	Near east end of [illegible]	East side of [illegible]
OWNED BY	Orange County [illegible] Port District	Orange County [illegible]
OPERATED BY	[illegible]	[illegible]
PURPOSE FOR WHICH USED	Receipt and shipment of general cargo in foreign and domestic trades.	Receipt and shipment of general cargo in foreign and domestic trades.
TYPE OF CONSTRUCTION	Concrete-capped, timber piling supporting concrete cross beams with concrete deck; timber fender system along face.	Upper and lower portions of wharf: concrete-capped, timber piling supporting concrete cross beams and concrete deck; center portion of wharf: timber pile, concrete-encased, timber deck, timber fender system along face.

DESCRIPTION		Face	Lower side	Face
Dimensions	Feet	457	131	1,745
Depth Alongside at MLT	Do.	30	-	30
Usable Berthing Space	Do.	390 w. dolphins	-	1,745
Width of Apron	Do.	31		40, 38, and 35
Height of Deck Above MLT	Do.	12-14.5		14.3
Load Capacity per Sq.Ft.	(Lbs.)	500		500 and 300
Lighted or Unlighted	Do.	Lighted.		Lighted.

TRANSIT SHEDS							
	Two - steel frame: No. 7, metal covered; No. 6, concrete walls; concrete floors.		Five - Nos. 1, 2, 3, 4, and 5 steel frame, metal covered; No. 5 part timber and part steel frame, metal covered; concrete floors.				
Number and Type of Construction	Shed No. 7	Shed No. 6	Shed No. 1	Shed No. 2	Shed No. 3	Shed No. 4	Shed No. 5
Length and Width (Feet)	338 by 100	600 by 150	500 by 100	300 by 60	450 by 90	346 by 90	614 by 90
Height Inside Do.	14-31	12-10	11.5-25.5	18	7-10-17	11.5-24	11.5-24
Floor Area for Cargo (Sq.Ft.)	22,500	70,200	37,550	15,876	28,086	22,360	41,050
Load Capacity per Sq.Ft. (Lbs.)	500	300	500	300	300	500	500
Cargo Doors	Shipside: Two, 15- by 14-ft.; rear: three, 11- by 10-ft.; north end: one, 18- by 14-ft.	North side: Five, 10- by 10-ft.; south side: nine, 10- by 10-ft.; two, 14- by 10-ft.	Shipside and rear: eleven each, 20- by 14-ft.; north end: one, 20- by 20-ft.	Shipside and rear: four each, 18- by 10-ft.	Shipside: seven, 10- by 8-ft.; two, 14- by 12-ft., one, 14- by 18-ft.	Shipside: seven, 20- by 14-ft.; rear: four, 20- by 10-ft.	Rear twelve, 20- by 14-ft.; each end: one, 12- by 12-ft.
MECHANICAL HANDLING FACILITIES	Stevedore equipment is available as needed.		Stevedore equipment is available as needed.				
RAILWAY CONNECTIONS	One 600-foot surface track at car-floor level, between transit sheds No. 6 and 7 (Ref. No. 10), continues along part of rear of Shed No. 4 (Ref. No. 11); 2 surface tracks at car-floor level along rear of Shed No. 6, total length 1,200 feet; and one surface track at car-floor level along rear of Shed No. 1 (Ref. No. 11) continues along rear of Shed No. 2 (Ref. No. 11), total length 800 feet; all tracks join single track along northerly side of Alabama Street extended; connect with tracks of Southern Pacific Company and Missouri Pacific Railroad.						
HIGHWAY CONNECTIONS	Via Alabama Street extended (access and marginal), concrete and asphalt, 20 feet wide, from Ou Pont Orive.		Via Alabama Street extended (access and marginal), concrete and asphalt, 20 feet wide, from Ou Pont Orive.				
WATER SUPPLY (Available to Vessels)	Through line with 2½-inch hose connections.		Through line with 2½-inch hose connections.				
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle; A.C., 220/440 volts, 3-phase, 60-cycle.		A.C., 110 volts, single-phase, 60-cycle; A.C., 220/440 volts, 3-phase, 60-cycle.				
FIRE PROTECTION (Other than City)	Sprinkler system in transit sheds, hydrants, hose, one 100,000-gallon water tower, and hand extinguishers.		Sprinkler system in transit sheds, hydrants, hose, one 100,000-gallon water tower, and hand extinguishers.				
REMARKS	Face of wharf is in line and contiguous with Ref. No. 11. Transit shed No. 6 is located at rear of Shed No. 7; sheds connected by 4 movable, steel transfer bridges spanning rail track.		Face of wharf is in line and contiguous with Ref. No. 10. Transit sheds Nos. 2, 3, and 4 are continuous; Shed No. 5 is adjacent to rear of Shed No. 3 and portion of Shed No. 4.				

PIERS, WHARVES, AND DOCKS

Right bank, Sabine River

Corps of Engineers Port Code No. 60050 Orange Harbor, Texas

REFERENCE NUMBER ON MAP	12 Dock Code No. 806	13 Dock Code No. 806	14 Dock Code No. 806
NAME	Weaver Shipyards Wharf.	Weaver Shipyards, Floating Drydock Wharf.	Weaver Shipyards Piers.
LOCATION ON WATERFRONT	Approximately 0.78 mile below foot of Georgia Street.	Approximately 0.76 mile below foot of Georgia Street.	Approximately 0.74 mile below foot of Georgia Street.
OWNED BY	Weaver Shipyards.	Weaver Shipyards.	Weaver Shipyards.
OPERATED BY	do.	do.	do.
PURPOSE FOR WHICH USED	Mooring small vessels for outfitting and repairing.	Mooring floating drydock; mooring small vessels for outfitting and repairing.	Mooring small vessels for outfitting and repairing.
TYPE OF CONSTRUCTION	Timber bulkhead with solid fill.	Offshore wharf formed by 2 steel barges, with concrete decks, moored alongside row of 5 timber mooring dolphins; additional 100 feet of berthing along 2 timber mooring dolphins above upper side.	Three parallel, timber pile, timber-decked piers extending from face of 145-foot, timber pile, timber-decked, shore wharf; 65 and 55 feet of additional berthing available at wharf between piers.

DESCRIPTION	Face			Face	Lower side	Upper side	Faces of piers	Lower sides	Upper sides
Dimensions (Feet)	60+160			220	35	35	6,6,7	65,65,100	65,65,100
Depth Alongside at MLT Do.	12			18	16	16	16	16-12	16-12
Usable Berthing Space Do.	60+115			See Remarks	-	-	6,6,7	65,65,100	65,65,100
Width of Apron Do.	Open.			Open.			Open.		
Height of Deck Above MLT Do.	4			5			4		
Load Capacity per Sq.Ft. (Lbs.)	-			-			-		
Lighted or Unlighted	Lighted.			Drydock lighted.			Unlighted.		
TRANSIT SHEDS	None.			None.			None.		
Number and Type of Construction									
Length and Width (Feet)									
Height Inside Do.									
Floor Area for Cargo (Sq.Ft.)									
Load Capacity per Sq.Ft. (Lbs.)									
Cargo Doors									

MECHANICAL HANDLING FACILITIES	None.	None.	None.
RAILWAY CONNECTIONS	Surface track along rear of property connects with Missouri Pacific Railroad.	Same as Ref. No. 12.	Same as Ref. No. 12.
HIGHWAY CONNECTIONS	Via private road (access), shell, 15 feet wide, from Childers Drive, asphalt, 20 feet wide.	Same as Ref. No. 12.	Same as Ref. No. 12.
WATER SUPPLY (Available to Vessels)	Through 1½-inch line with hose connection.	Through 2-inch line with hose connection.	Through 1½-inch line with hose connection.
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle; A.C., 220 volts, 3-phase, 60-cycle.	A.C., 110 volts, single-phase, 60-cycle; A.C., 220 volts, 3-phase, 60-cycle; D.C., 110/220 volts,	A.C., 110 volts, single-phase, 60-cycle; A.C., 220 volts, 3-phase, 60-cycle.
FIRE PROTECTION (Other than City)	Hose, hand extinguishers, and watchmen.	Same as Ref. No. 12.	Same as Ref. No. 12.
REMARKS	One 30- by 12-foot, steel approach extends from upper part of wharf to Floating Drydock Wharf (Ref. No. 13).	Five shipbuilding and launching ways located in rear. One 1,000-ton floating drydock moored along face with one 60- by 20-foot, steel, work float at each end of drydock. One 40- by 5-foot, timber walkway extends from shore to upper end of wharf.	Two 1,000-ton marine railways are located above upper 100- by 7-foot pier; and 2 shipbuilding and launching ways are located above marine railways.

Cargo [illegible] Ports Port Code No. 60050 Orange Harbor, Texas

REFERENCE NUMBER ON MAP	15 Dock Code No. 802			16 Dock Code No. 802			17 Dock Code No. [illegible]		
NAME	Marathon Pipe Line Co. Wharf			Marathon Pipe Line Co., Phoenix Lake Wharf.			Higman Towing Co. Wharf		
LOCATION ON WATERFRONT	Right bank of Sabine River Old Channel, opposite lower end of Orange Harbor Island, approximately 0.5 mile below foot of Georgia Street.			State of Louisiana, left bank of Sabine River, opposite lower end of Orange Harbor Island.			Right bank of Sabine River Old Channel, opposite Orange Harbor Island, foot of Jackson Street.		
OWNED BY	Marathon Pipe Line Co.			Marathon Pipe Line Co.			Slade, Inc		
OPERATED BY	do.			do.			Higman Towing Co., Division of Slade, Inc.		
PURPOSE FOR WHICH USED	Shipment of crude oil by barge.			Shipment of crude oil by barge.			Mooring company-owned floating equipment.		
TYPE OF CONSTRUCTION	Timber pile, timber-decked, offshore wharf with 120- by 13-foot timber approach; timber mooring dolphins in line with face.			Timber pile, timber-decked, offshore wharf with 120- by 13-foot timber approach; timber mooring dolphins above upper side in line with face.			Timber pile, timber-decked wharf; additional berthing available along natural bank adjacent to lower side.		
DESCRIPTION	Face	Lower side	Upper side	Face	Lower side	Upper side	Face	Lower side	Upper side
Dimensions (Feet)	33	12	12	25	13	13	175	15	15
Depth Alongside at MLT Do.	20-15	-	-	12	-	-	15	-	-
Usable Berthing Space Do.	250 w/dolphs.	-	-	175 w/dolphs.	-	-	175	-	-
Width of Apron Do.	Open.			Open.			Open and 8-4		
Height of Deck Above MLT Do.	6			6			5 and 10		
Load Capacity per Sq.Ft. (Lbs.)	-			-			-		
Lighted or Unlighted	Unlighted.			Unlighted.			Lighted.		
TRANSIT SHEDS	None.			None.			None.		
Number and Type of Construction									
Length and Width (Feet)									
Height Inside Do.									
Floor Area for Cargo (Sq.Ft.)									
Load Capacity per Sq.Ft. (Lbs.)									
Cargo Doors									
MECHANICAL HANDLING FACILITIES	One 2-ton, hand-operated, mast-and-boom derrick with 16-foot boom for handling hose.			None.			One pneumatic-operated, mast-and-boom derrick with 20-foot boom for handling hose.		
RAILWAY CONNECTIONS	None.			None.			None.		
HIGHWAY CONNECTIONS	Via private road (access), shell, 15 feet wide, from Childers Drive, asphalt, 20 feet wide.			None.			Via Jackson Street (access and approach), unimproved, 15 feet wide, from Border Street (arterial), paved, 60 feet wide.		
WATER SUPPLY (Available to Vessels)	None.			None.			Through 3/4-inch line with hose connection.		
ELECTRIC CURRENT (Available to Vessels)	None.			None.			A.C., 110 volts, single-phase, 60-cycle.		
FIRE PROTECTION (Other than City)	Hand extinguishers.			Hand extinguishers.			Water line, hose, and hand extinguishers.		
REMARKS	One 8-inch pipeline extends from wharf to 2 steel storage tanks in rear, total capacity 16,160 barrels.			One 8-inch pipeline extends from wharf to 2 steel storage tanks in rear, total capacity 32,262 barrels; storage tanks are served by gathering lines from nearby oil wells in the Phoenix Lake area.			Small building on wharf used for storing supplies and equipment.		

PIERS, WHARVES, AND DOCKS

Corps of Engineers Port Code No. 60050 Orange Harbor, Texas

REFERENCE NUMBER ON MAP	18 Dock Code No. 751	19 Dock Code No. 746	20 Dock Code No. 746
NAME	Mobil Oil Corp., Fueling Wharf.	Levingston Shipbuilding Co., Barge Wharf.	Levingston Shipbuilding Co., Orange Harbor Island Outfitting Wharf.
LOCATION ON WATERFRONT	Right bank of Sabine River Old Channel, opposite Orange Harbor Island, between foot of Polk and Henderson Streets.	Right bank of Sabine River Old Channel, opposite Orange Harbor Island, between foot of 2d and 3d Streets extended.	State of Louisiana, left bank of Sabine River Old Channel, near upper end of west side of Orange Harbor Island.
OWNED BY	Missouri Pacific Railroad Co.	Levingston Shipbuilding Co.	Levingston Shipbuilding Co.
OPERATED BY	John S. Conn.	do.	do.
PURPOSE FOR WHICH USED	Mooring and occasionally fueling towboats and various small vessels.	Shipment of steel and other materials and supplies by barge for use at shipyard on Orange Harbor Island.	Mooring vessels and barges for outfitting and repairing.
TYPE OF CONSTRUCTION	Row of timber mooring dolphins fronting outer side of timber rail trestle.	Timber rail trestle.	Offshore wharf: Concrete-filled steel pipe piles supporting steel cross beams with concrete deck; two 30- by 30-foot approaches from shore; two 125- by 40-foot steel barges permanently moored end-to-end at upper side in line with rear of face.
DESCRIPTION	Mooring dolphins	Outer side of trestle	Face / Lower side / Upper side
Dimensions (Feet)	475	120	150 / 50 / 50
Depth Alongside at MLT Do.	8	14	20 / - / -
Usable Berthing Space Do.	475	120	400 w/barges / - / -
Width of Apron Do.	Open.	Open.	Open.
Height of Deck Above MLT Do.	-	8	10
Load Capacity per Sq.Ft. (Lbs.)	-	-	2,000
Lighted or Unlighted	Unlighted.	Unlighted.	Lighted.
TRANSIT SHEDS	None.	None.	None.
Number and Type of Construction			
Length and Width (Feet)			
Height Inside Do.			
Floor Area for Cargo (Sq.Ft.)			
Load Capacity per Sq.Ft. (Lbs.)			
Cargo Doors			
MECHANICAL HANDLING FACILITIES	None.	None.	One 50-ton, diesel-electric, traveling, full-portal, shipyard crane with 100-foot boom on wharf; and one 15-ton, diesel, fixed, revolving crane with 50-foot boom on each of 2 barges moored at upper side of wharf. Use of crawler and mobile cranes described under Ref. No. 21. Six floating cranes serve all waterfront facilities at shipyard: One 135-, one 60-, one 40-, two 35-, and one 15-ton.
RAILWAY CONNECTIONS	Missouri Pacific Railroad: One surface track on lower part of trestle.	One 120-foot surface track on trestle; connects with tracks of Southern Pacific Company.	None.
HIGHWAY CONNECTIONS	Via Water Street (marginal), unimproved, 15 feet wide.	Via Front Street (arterial and marginal), paved, 50 feet wide.	Via company-owned tugs and barges operating between Orange Harbor Island and landing at southeast side of Ref. No. 27.
WATER SUPPLY (Available to Vessels)	None.	None.	Through 4-inch line with 2½-inch hose connections.
ELECTRIC CURRENT (Available to Vessels)	None.	None.	A.C., 120 volts, single-phase, 60-cycle; A.C., 220/440 volts, 3-phase, 60-cycle.
FIRE PROTECTION (Other than City)	Hand extinguishers.	None.	Booster pumps, hydrants, hose, hand extinguishers, plant fire brigade, and watchmen.
REMARKS	One 2-inch pipeline extends from trestle to one 238-barrel, steel, diesel fuel storage tank.	-	One 30- by 15-foot adjustable approach extends from shore to each barge at upper side of wharf. Wharf is equipped with service lines for compressed air, water, oxygen, acetylene gas, and electrical connections for welding equipment.

PIERS, WHARVES, AND DOCKS

State of Louisiana, left bank, Sabine River Old Channel

[illegible] Engineer District, Code No.	600 0 Orange Harbor, Texas		
REFERENCE NUMBER ON MAP	21 Dock Code No. 46	[illegible] Dock Code No. 46	[illegible] Dock Code No. 46
NAME	Levingston Shipbuilding Co., Orange Harbor Island Drydock Wharf.	Levingston Shipbuilding Co., Orange Harbor Island North Outfitting Wharf	Levingston Shipbuilding Co., Orange Harbor Island East Wharf.
LOCATION ON WATERFRONT	North end of Orange Harbor Island.	Near upper end of east side of Orange Harbor Island.	East side of Orange Harbor Island, opposite main shipyard plant
OWNED BY	Levingston Shipbuilding Co.	Levingston Shipbuilding Co.	Levingston Shipbuilding Co.
OPERATED BY	do.	do.	do.
PURPOSE FOR WHICH USED	Mooring floating drydock.	Mooring vessels and barges for outfitting and repairing.	Mooring vessels and barges for outfitting and repairing.
TYPE OF CONSTRUCTION	Steel pile, concrete-decked wharf.	Steel sheet pile bulkhead with solid fill.	Steel sheet pile bulkhead with concrete-surfaced solid fill.

DESCRIPTION	Face	East side	West side	Face	North side	Face
Dimensions (Feet)	65	45	45	200	25	572
Depth Alongside at MLT Do.	20	-	-	12	-	12
Usable Berthing Space Do.	Drydock.	-	-	200	-	572
Width of Apron Do.	Open.			Open.		Open.
Height of Deck Above MLT Do.	7.5			7.5		7.5
Load Capacity per Sq.Ft. (Lbs.)	1,000			500		700
Lighted or Unlighted	Lighted.			Lighted.		Lighted.
TRANSIT SHEDS	None.			None.		None.
Number and Type of Construction						
Length and Width (Feet)						
Height Inside Do.						
Floor Area for Cargo (Sq.Ft.)						
Load Capacity per Sq.Ft. (Lbs.)						
Cargo Doors						

MECHANICAL HANDLING FACILITIES	Use of floating cranes described under Ref. No. 20. Following cranes are used in shipyard and at all company-owned waterfront facilities: One 40-ton, diesel, crawler crane with 70-foot boom; one 15-ton, gasoline, mobile crane with 70-foot boom; one 10-ton, diesel, mobile crane with 60-foot boom; and one 10-ton, gasoline, mobile crane with 40-foot boom.	One 60-ton, diesel-electric and two 50-ton, diesel, traveling, full-portal, shipyard cranes, each with 100-foot boom; cranes travel 2,100 feet on rails located 100 feet in rear and parallel with face of wharf and adjacent East Wharf (Ref. No. 23) and along rear of shipbuilding and side-launching ways south of East Wharf. Use of mobile and crawler cranes described under Ref. No. 21 and floating cranes described under Ref. No. 20.	Use of shipyard traveling cranes described under Ref. No. 22; mobile and crawler cranes described under Ref. No. 21; and floating cranes described under Ref. No. 20.
RAILWAY CONNECTIONS	None.	None.	None.
HIGHWAY CONNECTIONS	Via company-owned tugs and barges operating between Orange Harbor Island and landing southeast side of Ref. No. 27.	Same as Ref. No. 21.	Same as Ref. No. 21.
WATER SUPPLY (Available to Vessels)	Through 2½-inch hose connections.	Same as Ref. No. 21.	Same as Ref. No. 21.
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle; A.C., 220/440 volts, 3-phase, 60-cycle.	Same as Ref. No. 21.	Same as Ref. No. 21.
FIRE PROTECTION (Other than City)	Booster pumps, hydrants, hose, hand extinguishers, and watchmen.	Same as Ref. No. 21.	Same as Ref. No. 21.
REMARKS	Floating Drydock No. 4, capacity 6,800 tons, moored along face. Wharf is equipped with service lines for compressed air, water, oxygen, acetylene gas, and electrical connections for welding equipment.	Wharf is equipped with service lines for compressed air, water, oxygen, acetylene gas, and electrical connections for welding equipment.	Ferry landing, 65 by 30 feet, located adjacent to north end of wharf. Landing is used by shipyard tugs and barges for transferring personnel, mobile cranes, equipment, and materials to and from ferry landing (See Ref. No. 27) at plant on opposite side of river. Shipbuilding and side-launching ways, 900 feet in length, located south of ferry landing and in line with face of wharf. Wharf is equipped with service lines for compressed air, water, oxygen, acetylene gas, and electrical connections for welding equipment.

PIERS, WHARVES, AND DOCKS

Corps of Engineers Port Code No. 60050 Orange Harbor, Texas

REFERENCE NUMBER ON MAP	24 Dock Code No. 746	25 Dock Code No. 746	26 Dock Code No. 746
NAME	Levingston Shipbuilding Co., Orange Harbor Island Gas Freeing Plant Dock.	Levingston Shipbuilding Co. Wharf.	Levingston Shipbuilding Co., Floating Wharf.
LOCATION ON WATERFRONT	State of Louisiana, left bank of Sabine River Old Channel, east side of Orange Harbor Island.	Right bank of Sabine River Old Channel, between foot of 1st and Mill Streets, rear of Ref. No. 26, opposite Orange Harbor Island.	Right bank of Sabine River Old Channel, between foot of 2d and Mill Streets, opposite Orange Harbor Island.
OWNED BY	Levingston Shipbuilding Co.	Levingston Shipbuilding Co.	Levingston Shipbuilding Co.
OPERATED BY	do.	do.	do.
PURPOSE FOR WHICH USED	Mooring tank barges and vessels for gas freeing and tank cleaning.	Mooring small vessels and barges for outfitting and repairing.	Mooring floating drydocks; mooring vessels and barges for outfitting and repairing (See Remarks).
TYPE OF CONSTRUCTION	Two steel barges permanently moored end-to-end; additional berthing available along timber mooring piles fronting natural bank.	Timber pile with part timber and part steel plate deck.	Offshore wharf formed by 3 steel barges moored end-to-end with one 90- by 30-foot steel barge near southeast end serving as approach.

DESCRIPTION	Face	Lower side	Upper side	Face	South side	North side	Face	Southeast side	Northwest side
Dimensions (Feet)	285	32	28	305	75	18	585	35	35
Depth Alongside at MLT Do.	14	-	-	12	-	-	25	25-20	25-20
Usable Berthing Space Do.	1,400 w/piles	-	-	75+195	-	-	Drydocks.	35	35
Width of Apron Do.	Open.			Open.			Open.		
Height of Deck Above MLT Do.	5, barges.			5-2			5-2		
Load Capacity per Sq.Ft. (Lbs.)	-			500			-		
Lighted or Unlighted	Partly lighted.			Lighted.			Lighted.		
TRANSIT SHEDS	None.			None.			None.		
Number and Type of Construction									
Length and Width (Feet)									
Height Inside Do.									
Floor Area for Cargo (Sq.Ft.)									
Load Capacity per Sq.Ft. (Lbs.)									
Cargo Doors									

MECHANICAL HANDLING FACILITIES	Use of mobile and crawler cranes described under Ref. No. 21 and floating cranes described under Ref. No. 20.	Use of mobile and crawler cranes described under Ref. No. 21 and floating cranes described under Ref. No. 20.	Use of mobile and crawler cranes described under Ref. No. 21 and floating cranes described under Ref. No. 20.
RAILWAY CONNECTIONS	None.	Plant trackage in rear connects with tracks of Southern Pacific Company.	Same as Ref. No. 25.
HIGHWAY CONNECTIONS	Via company-owned tugs and barges operating between Orange Harbor Island and landing at southeast side of Ref. No. 27.	Via W. Front Avenue (access), concrete, 50 feet wide.	Same as Ref. No. 25.
WATER SUPPLY (Available to Vessels)	None.	Through 2½-inch hose connections.	Same as Ref. No. 25.
ELECTRIC CURRENT (Available to Vessels)	Power barge equipped with 600-kw. generator, A.C., 440 volts, 3-phase, 60-cycle.	A.C., 110 volts, single-phase, 60-cycle; A.C., 220/440 volts, 3-phase, 60-cycle.	Same as Ref. No. 25.
FIRE PROTECTION (Other than City)	Booster pumps, hydrants, hose, hand extinguishers, plant fire brigade, and watchmen.	Same as Ref. No. 24.	Same as Ref. No. 24.
REMARKS	-	Wharf is equipped with service lines for compressed air, water, oxygen, acetylene gas, and electrical connections for welding equipment.	Floating Drydock Nos. 1 and 2, capacity 3,500 tons each, moored along face. Vessels and barges berth along outer side of drydocks with 20-foot depth of water at MLT. Wharf is equipped with service lines for compressed air, water, oxygen, acetylene gas, and electrical connections for welding equipment.

PIERS, WHARVES, AND DOCKS

Raritan Bay, Cutler River Channel, Staten Island Sound, Arthur Kill

LOCATION AND DESIGNATION	[illegible]	[illegible]	[illegible]
NAME	[illegible]	[illegible]	[illegible]
LOCATION AND DESCRIPTION	[illegible]	[illegible]	[illegible]
OWNERSHIP	[illegible]	[illegible]	American Bridge Division, [illegible] Corp.
OPERATED BY	do.	do.	do.
PURPOSE FOR WHICH USED	Mooring small vessels and barges for outfitting and repairing.	Mooring small vessels and barges for outfitting and repairing, handling shipyard materials.	Receipt of steel, shipment of pipe; mooring barges.
TYPE OF CONSTRUCTION	Timber pile, timber-decked pier with northwest side in line with bulkhead at inner end, face of pier fronted by timber mooring dolphin; 70-foot bulkhead at inner end of southeast side of pier used as ferry landing.	Timber pile, timber-decked pier, timber mooring dolphin below southeast side in line with face.	Timber bulkhead, solid fill, with timber pile, timber-decked extension.

DESCRIPTION	Face	Southeast side	Northwest side	Face	Southeast side	Northwest side	Face
Dimensions (Feet)	22	90	225	18	125	125	850
Depth Alongside at MLT Do.	20	20-8	20-8	20	20-0	20-0	15
Usable Berthing Space Do.	-	90	150 w/blkhd.	90 w/dolph.	-	-	850
Width of Apron Do.	Open.			Open.			Open.
Height of Deck Above MLT Do.	5-3			6			6.2
Load Capacity per Sq.Ft. (Lbs.)	-			700			1,000
Lighted or Unlighted	Lighted.			Lighted.			Lighted.
TRANSIT SHEDS	None.			None.			None.
Number and Type of Construction							
Length and Width (Feet)							
Height Inside Do.							
Floor Area for Cargo (Sq.Ft.)							
Load Capacity per Sq.Ft. (Lbs.)							
Cargo Doors							

MECHANICAL HANDLING FACILITIES	Use of mobile and crawler cranes described under Ref. No. 21 and floating cranes described under Ref. No. 20.	One 25-ton, diesel, locomotive crane with 70-foot boom. Use of mobile and crawler cranes described under Ref. No. 21 and floating cranes described under Ref. No. 20.	Two 45-ton, electric, traveling, revolving, full-portal, gantry cranes, each with 100-foot boom; 2 overhead bridge cranes extend from shops at rear to rear of wharf. Following cranes are used in yard and at all company-owned wharves: One 30-ton, diesel, crawler crane with 60-foot boom; one 15-ton, diesel, mobile crane with 50-foot boom; and one 12-ton, gasoline-hydraulic, mobile crane with 25-foot boom.
RAILWAY CONNECTIONS	Plant trackage in rear connects with tracks of Southern Pacific Company.	One 118-foot surface track on pier joins additional plant trackage in rear; connects with tracks of Southern Pacific Company.	One marginal surface track on wharf joins additional plant trackage in rear; connects with tracks of Southern Pacific Company.
HIGHWAY CONNECTIONS	Via W. Front Avenue (access), concrete, 50 feet wide.	Same as Ref. No. 27.	Same as Ref. No. 27.
WATER SUPPLY (Available to Vessels)	Through 2½-inch hose connections.	Same as Ref. No. 27.	Through 2½-inch hose connections.
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle; A.C., 220/440 volts, 3-phase, 60-cycle.	Same as Ref. No. 27.	None.
FIRE PROTECTION (Other than City)	Booster pumps, hydrants, hose, hand extinguishers, plant fire brigade, and watchmen.	Same as Ref. No. 27.	Pumps, hydrants, hose, hand extinguishers, and watchmen.
REMARKS	One 750-ton marine railway adjacent to bulkhead at inner end of northwest side. Ferry landing at 70-foot bulkhead on southeast side is used by shipyard tugs and barges for transferring personnel, mobile cranes, equipment, and materials to and from ferry landing (See Ref. No. 23) at plant on Orange Harbor Island.	One shipbuilding and launching way is adjacent to inner ends of each side of pier.	-

PIERS, WHARVES, AND DOCKS

Right bank, Sabine River

Corps of Engineers Port Code No. 60050 Orange Harbor, Texas

REFERENCE NUMBER ON MAP	30 Dock Code No. 736	31 Dock Code No. 736	32 Dock Code No. 736
NAME	American Bridge Orange Plant, South Wharf.	American Bridge Orange Plant, Southeast Wharf.	American Bridge Orange Plant, North Wharf and Slips.
LOCATION ON WATERFRONT	Opposite Orange Harbor Island, foot of Navy Street extended.	Above foot of Navy Street extended.	Approximately 650 feet south of foot of Front Street extended.
OWNED BY	American Bridge Division, U.S. Steel Corp.	American Bridge Division, U.S. Steel Corp.	American Bridge Division, U.S. Steel Corp.
OPERATED BY	do.	do.	do.
PURPOSE FOR WHICH USED	Shipment of crude oil by barge; mooring barges.	Occasional shipment of steel products; mooring barges.	Receipt and shipment of steel and steel products.
TYPE OF CONSTRUCTION	Steel sheet pile bulkhead, solid fill, with timber pile, timber-decked extension.	Steel sheet pile bulkhead, solid fill, with timber pile, timber-decked extension.	Wharf: Part timber and part steel sheet pile bulkhead with solid fill; 2 slips at north end of wharf: formed by 3 parallel, timber pile, concrete-decked piers extending from steel sheet pile bulkhead with concrete surface, solid fill.
DESCRIPTION	Face	Face	Face of wharf / Two slips
Dimensions (Feet)	400	400+400	490+390 / 80 by 60, ea.
Depth Alongside at MLT Do.	15	25-15	15 / 23-15
Usable Berthing Space Do.	400	400+400	490+390 / 80 by 60, ea.
Width of Apron Do.	Open.	Open.	Open.
Height of Deck Above MLT Do.	6.2	6.2	6.2
Load Capacity per Sq.Ft. (Lbs.)	1,000	1,000	1,000
Lighted or Unlighted	Lighted.	Lighted.	Lighted.
TRANSIT SHEDS	None.	None.	None.
Number and Type of Construction			
Length and Width (Feet)			
Height Inside Do.			
Floor Area for Cargo (Sq.Ft.)			
Load Capacity per Sq.Ft. (Lbs.)			
Cargo Doors			
MECHANICAL HANDLING FACILITIES	Use of mobile and crawler cranes described under Ref. No. 29.	Use of mobile and crawler cranes described under Ref. No. 29. North end of wharf also is served by one 45-ton, electric, traveling, revolving, full-portal, gantry crane which served former shipbuilding and launching ways (See Remarks).	Use of mobile and crawler cranes described under Ref. No. 29; and one 40-ton, diesel, locomotive crane with 60-foot boom. Two 100- and one 50-ton, electric, traveling, overhead bridge cranes span north slip; and one 50-, one 25-, one 15-, and one 10-ton, electric, traveling, overhead bridge crane spans south slip; cranes travel to interior of large plate shop in rear.
RAILWAY CONNECTIONS	Two marginal surface tracks on wharf join additional plant trackage in rear; connect with tracks of Southern Pacific Company.	Two connecting, marginal surface tracks on wharf join additional plant trackage in rear; connect with tracks of Southern Pacific Company.	One marginal surface track, 70-30 feet in rear of face, joins additional plant trackage in rear; connects with tracks of Southern Pacific Company.
HIGHWAY CONNECTIONS	Via W. Front Avenue (access), concrete, 50 feet wide.	Same as Ref. No. 30.	Same as Ref. No. 30.
WATER SUPPLY (Available to Vessels)	Through 2½-inch hose connections.	Same as Ref. No. 30.	Same as Ref. No. 30.
ELECTRIC CURRENT (Available to Vessels)	None.	None.	A.C., 110 volts, single-phase, 60-cycle; A.C., 220/440 volts, 3-phase, 60-cycle.
FIRE PROTECTION (Other than City)	Pumps, hydrants, hose, hand extinguishers, and watchmen.	Same as Ref. No. 30.	Same as Ref. No. 30.
REMARKS	Marathon Oil Co.: One 8-inch pipeline extends to wharf from 3 steel, crude oil storage tanks, total capacity 2,750 barrels; tanks connect with oil wells in yard.	Three former shipbuilding and launching ways located between north end of wharf and south end of North Wharf (Ref. No. 32); now used as work areas for steel fabrication, sandblasting, and open storage.	-

PIERS, WHARVES, AND DOCKS

Sabine, Neches, Pleasure Bay, Texas

Calcasieu Pass - Intracoastal Waterway to Sabine Pass, Texas

Port Arthur Harbor, Texas

REFERENCE NUMBER ON MAP	[illegible]	[illegible]	[illegible]
NAME	Alpha Portland Cement Co. Slip.	Alpha Portland Cement Co. Wharf.	[illegible] Petroleum Co., [illegible] Barge [illegible]
LOCATION ON WATERFRONT	Upper end of 1,200-foot channel from Sabine River, channel entrance approximately 0.18 mile below Southern Pacific Company railroad bridge	Upper end of 1,230-foot channel from Sabine River, channel entrance approximately 0.38 mile below Southern Pacific Company railroad bridge.	About [illegible] Phillips Petroleum Co. road [illegible]
OWNED BY	Alpha Portland Cement Co.	Alpha Portland Cement Co.	Phillips Petroleum Co.
OPERATED BY	do.	do.	do.
PURPOSE FOR WHICH USED	Receipt of shell by barge; mooring barges.	Shipment of bulk cement by barge; mooring barges.	Receipt of feed stock oil for manufacture of carbon black.
TYPE OF CONSTRUCTION	Slip formed by concrete-capped, steel sheet pile bulkhead with solid fill.	Concrete-capped, steel sheet pile bulkhead with solid fill.	Timber pile, timber-decked, offshore wharf with 490- by 5-foot, timber walkway approach; 4 timber mooring dolphins in line with face.

DESCRIPTION		Head of slip	East side	West side	Face	Face	Lower side	Upper side
Dimensions	(Feet)	92	300	405	285+460	40	20	20
Depth Alongside at MLT	Do.	12	12	12	12	10.5	-	-
Usable Berthing Space	Do.	-	300	405	285+460	275 w/dolphins	-	-
Width of Apron	Do.	Open.	Open.	Open.	Open.	Open.	-	-
Height of Deck Above MLT	Do.	11			11	11.5		
Load Capacity per Sq.Ft.	(Lbs.)	-			-	-		
Lighted or Unlighted		Lighted.			Lighted.	Lighted.		
TRANSIT SHEDS		None.			None.	None.		
Number and Type of Construction								
Length and Width	(Feet)							
Height Inside	Do.							
Floor Area for Cargo	(Sq.Ft.)							
Load Capacity per Sq.Ft.	(Lbs.)							
Cargo Doors								

MECHANICAL HANDLING FACILITIES	Elevated steel and concrete structure on west side of slip supports overhead, electric, traveling crane on rails extending 50 feet outward from face; crane is equipped with 6-cubic yard bucket and unloads shell from barges at rate of 110 tons per hour into receiving hopper and to open area at rear; hopper serves one 30-inch wide, electric, belt-conveyor system extending to cement plant at rear.	Elevated steel structure on 460-foot section of wharf supports horizontal, swinging boom equipped with telescoping, barge-loading spout at outer end; loading spout is served by an air-slide conveyor system extending from 3 concrete, bulk cement storage silos at rear, total storage capacity 221,644 barrels; barge-loading rate 2,000 barrels per hour.	One hand-operated, stiff-leg derrick with 18-foot boom for handling hose.
RAILWAY CONNECTIONS	Plant trackage in rear connects with tracks of Southern Pacific Company.	Same as Ref. No. 33.	Plant trackage in rear connects with tracks of Southern Pacific Company.
HIGHWAY CONNECTIONS	Via private road (access), concrete, 24 feet wide, from State Highway FM 1130, asphalt, 24 feet wide.	Same as Ref. No. 33.	Via private road (access), shell, 12 feet wide, from State Highway FM 1130, asphalt, 24 feet wide.
WATER SUPPLY (Available to Vessels)	None.	None.	None.
ELECTRIC CURRENT (Available to Vessels)	A.C., 110 volts, single-phase, 60-cycle.	Same as Ref. No. 33.	Same as Ref. No. 33.
FIRE PROTECTION (Other than City)	Hand extinguishers and watchmen.	Same as Ref. No. 33.	Hand extinguishers.
REMARKS	-	Wharf is located adjacent to west side of entrance to slip (Ref. No. 33).	One 12-inch pipeline with 4-inch steam trace line extends from wharf to 3 steel storage tanks in rear, total capacity 77,420 barrels.

OIL HANDLING AND OIL BUNKERING

Two of the waterfront facilities described in this report are used for the receipt and shipment of petrochemicals; 3, for the shipment of crude oil; and one, for the receipt of feed stock oil used in connection with manufacturing carbon black. Large, oceangoing vessels usually are bunkered at berth by tank barges based at the port or at Port Arthur. These barges, together with their capacities and sizes, are listed separately under "Floating Equipment" on page 113, and also in the Port Arthur section of this report on page 36.

The tabulation below gives information on the facilities equipped to handle crude oil, petrochemicals, and feed stock oil; details are given in the table of Piers, Wharves, and Docks, beginning on page 100, under the reference numbers indicated. Tank storage at recreational craft service stations is not included.

OIL-HANDLING AND OIL-BUNKERING FACILITIES

P.W.D. REF. NO.	OPERATOR AND/OR USER	STORAGE TANKS	
		NUMBER	CAPACITY (BARRELS)
5	E. I. du Pont de Nemours & Co., Inc.....	14	158,300(1)
6	Do.....	8	90,500(1)
15	Marathon Pipe Line Co.....	2	16,160(2)
16	Do.....	2	32,260(2)
30	Do.....	3	2,750(2)
35	Phillips Petroleum Co.....	3	77,420(3)
	TOTAL.....	32	377,390

(1) Petrochemicals.
(2) Crude oil.
(3) Feed stock oil for manufacturing carbon black.

WAREHOUSES

The Orange County Navigation and Port District owns and operates 7 transit sheds which are available to the public for long-term or transit storage of cargo as required. These buildings, described under the Port of Orange Lower and Upper Wharves (P.W.D. Ref. Nos. 10 and 11), have a combined total of 237,622 square feet of storage space. In addition, Kilpatricks Bonded Warehouse, Inc., 1804 Austin Avenue, operates a warehouse with 17,800 square feet of storage space for general merchandise.

OPEN STORAGE

The Orange County Navigation and Port District has for public use about 3 acres of open storage area served by rail tracks and improved roadway in rear of the transit sheds at the Port of Orange Lower and Upper Wharves (P.W.D. Ref. Nos. 10 and 11).

Other operators of waterfront facilities at the port have open storage areas to meet their operational requirements; these areas are not available for public use.

FLOATING EQUIPMENT

Floating equipment based at Port Arthur serves the port of Orange. This equipment is described in detail under "Floating Equipment" on page 36 of the Port Arthur section of this report. In addition, the Sabine River Fueling Service operates 4 tank barges equipped with pumps for delivering diesel fuel and fresh water to towboats in midstream and to vessels at berth in Orange, Port Arthur, and Beaumont Harbors. These barges are based at the Orange Marine Service Wharf (P.W.D. Ref. No. 8) on Adams Bayou. Details of these barges are shown on the following page.

NAME	DIMENSIONS OVERALL		DRAFT UNDER LOAD (FEET)	CARGO CAPACITY (BARRELS)
	LENGTH (FEET)	WIDTH (FEET)		
L.A. 400(1).....	130	28	6	3,500 (2)
Walker 4(1).....	70	20	5	1,000 (2)
Mobil Midstreamer(1)..	70	20	5	1,000 (2)
Rebel 1(1).....	70	20	5	1,000 (2)

(1) Also equipped with 9,000-gallon fresh water tank on deck.
(2) Diesel fuel.

The floating cranes and derricks based at the port of Orange are described under the section "Hoisting Facilities - Ashore and Afloat," page 116 of this report.

Additional information on floating equipment can be obtained from Transportation Series Nos. 4 and 5, "Transportation Lines on the Mississippi River System and the Gulf Intracoastal Waterway," and "Transportation Lines on the Atlantic, Gulf, and Pacific Coasts." These publications are described under "Floating Equipment" in the Port Arthur section of this report.

MARINE REPAIR PLANTS

Five plants operate waterfront facilities at the port for the construction and repair of oceangoing vessels, large steel barges, offshore oil drilling platforms, and tugs, towboats, workboats, and other types of small vessels. Details of these plants are found in the table of Marine Repair Plants on page 115. Each of the plants operates haul-out or drydocking facilities, which are described in the following section "Drydocks and Marine Railways."

The port of Orange also has a number of plants without waterfront facilities which are engaged in various types of marine repair work. These companies maintain shops and portable equipment for making above-waterline repairs and for installing equipment, gear, and machinery on all types of vessels at berth.

MARINE REPAIR PLANTS

REF.NO.OF NEAREST PIER OR WHARF	1	2
OPERATOR AND ADDRESS	Marshall Shipbuilders Enterprise, Inc P. O. Box 296 Bridge City, Texas 77611	Becke Marine Service, Inc. P. O. Box 642 Bridge City, Texas 77611
LOCATION OF PLANT	Cow Bayou, south side of Old Channel, about 1,000 feet above East Round Bunch Road Bridge	Cow Bayou, north side of Old Channel, about 0.9 mile above East Round Bunch Road Bridge
REPAIR SHOPS AND EQUIPMENT	Carpenter shop, portable power tools, welding units, pumps, air compressor; one 225-ton floating drydock; one 100-ton marine railway; and one 20-ton crawler crane with 50-foot boom.	Carpenter shop; portable power tools; welding units; and one 50-ton marine railway.
NATURE OF WORK UNDERTAKEN	Construction and above- and below-waterline repairs to tugs and towboats, barges, and other types of small vessels.	Above- and below-waterline repairs to small wood and steel hull vessels up to capacity of marine railway; repairs to barges.
LARGEST SHAFTS PRODUCED	None.	None.
LARGEST CASTINGS PRODUCED	None.	None.
VESSEL CAPACITY AT PLANT	One on floating drydock; one on marine railway; others at berth.	One on marine railway; others at wharf.
REMARKS	-	-

REF.NO.OF NEAREST PIER OR WHARF	9	12, 13, and 14
OPERATOR AND ADDRESS	Sneeds Shipbuilding, Inc. 2011 DuPont Drive Orange, Texas	Weaver Shipyards P. O. Box 1487 Orange, Texas 77630
LOCATION OF PLANT	Adams Bayou, The Cove, north side of Old Channel, east of State Highway FM 1006.	Right bank of Sabine River, about 0.74 mile below foot of Georgia Street.
REPAIR SHOPS AND EQUIPMENT	Carpenter shop; portable power tools; welding units; and one 100-ton marine railway.	Shops: Woodworking, pipe, electric, welding, and plate; welding units; air compressor; two 1,000-ton marine railways; one 1,000-ton floating drydock; one diesel tug; one steel deck barge; and 7 shipbuilding and launching ways.
NATURE OF WORK UNDERTAKEN	Construction and above- and below-waterline repairs to tugs and towboats, barges, and other types of small vessels.	Construction and above- and below-waterline repairs to wood and steel hull vessels up to capacity of floating drydock and marine railways; repair and installation of engines, deck machinery, and electrical equipment.
LARGEST SHAFTS PRODUCED	By subcontract.	6 inches by 30 feet (See Remarks).
LARGEST CASTINGS PRODUCED	None.	None.
VESSEL CAPACITY AT PLANT	One on marine railway; others at wharf.	One on drydock; two on marine railways; others at wharf.
REMARKS	-	Facilities at shipyard supplemented by MacFarlane's Machine & Welding Works, a subsidiary, which has machine shop and produces shafts.

REF.NO.OF NEAREST PIER OR WHARF	19 thru 28
OPERATOR AND ADDRESS	Levingston Shipbuilding Co. P. O. Box 968 Orange, Texas 77630
LOCATION OF PLANT	Orange Harbor Island and along opposite bank of Sabine River Old Channel.
REPAIR SHOPS AND EQUIPMENT	Shops: Machine, pipe, electric, plate, blacksmith, carpenter, rigging, boiler, and fabrication; sandblasting, gas freeing, automatic welding, and pantograph cutting and burning equipment; 900 feet of shipbuilding and side-launching ways; 2 shipbuilding and end-launching ways; one 750-ton marine railway; one 6,800-, two 3,500-, and one 1,400-ton floating drydock; crawler and mobile cranes with capacities up to 40 tons; and 6 floating cranes with capacities up to 135 tons.
NATURE OF WORK UNDERTAKEN	Construction and above- and below-waterline repairs of any nature; wood and steel hull vessels; large steel barges; and offshore oil drilling platforms, vessels, and workboats.
LARGEST SHAFTS PRODUCED	Lathe: 30-inch swing by 30-foot bed.
LARGEST CASTINGS PRODUCED	By subcontract.
VESSEL CAPACITY AT PLANT	One on each drydock; one on marine railway; others at piers and wharves.
REMARKS	Repair work done at plant and on board vessels at any location in harbor.

DRYDOCKS AND MARINE RAILWAYS

Six floating drydocks and 6 marine railways are at the port's 5 waterfront marine repair plants. The floating drydocks have lift capacities ranging from 225 to 6,800 tons; and the haul-out capacities of the marine railways range from 50 to 1,000 tons.

Detailed descriptions of the floating drydocks and marine railways are given in the tables on pages 118 and 119, respectively.

HOISTING FACILITIES - ASHORE AND AFLOAT

General cargo at the port usually is handled to and from vessels by ships' tackle. At the Orange County Navigation and Port District Lower and Upper Wharves (P.W.D. Ref. Nos. 10 and 11), 3 of the stevedore companies operate cranes with lifting capacities ranging up to 50 tons; they are described under "Hoisting Facilities - Ashore" of the Port Arthur and Beaumont sections of this report. These cranes are transferred between the ports of Orange, Beaumont, and Port Arthur as needed. For the most part, hoisting facilities and special-handling equipment at waterfront facilities described in this report are for the sole use of the operating companies, and are described in the table of Piers, Wharves, and Docks beginning on page 100. Crawler and mobile cranes with lifting capacities of up to 150 tons also may be obtained from crane rental services for making heavy lifts within the port area.

Levingston Shipbuilding Co. owns and operates 6 floating cranes primarily for use in the company's shipyard activities. However, the 3 largest of these cranes are available to the public for making heavy lifts at shipside; they are:

"Helping Hand," a 135-ton, diesel, stiff-leg derrick with 210-foot boom mounted on a 180- by 70-foot, towed, steel barge.

"Golden Rule," a 60-ton, diesel crane with 120-foot boom on a pedestal; mounted on a 90- by 44-foot, towed, steel barge.

"Pop Eye," a 40-ton, diesel crane with 100-foot boom on a pedestal; mounted on a 90- by 44-foot, towed, steel barge.

In addition, D. M. Picton & Co., Inc., owns and operates a 250-ton, A-frame, floating derrick, "Edward," and a 50-ton, stiff-leg, floating derrick, "Robert." These derricks, based at and described under the Port Arthur section of this report, are available to the public for making heavy lifts at shipside anywhere in the Port Arthur, Beaumont, and Orange port areas.

RAIL LINES

The Missouri Pacific Railroad (Missouri Pacific Lines) and the Southern Pacific Company serve the port of Orange, Texas.

FLOATING DRYDOCKS

MOORED AT P.W.D. REF. NO.	1	13
OWNED BY	Marshall Shipbuilders Enterprise, Inc.	Weaver Shipyards.
OPERATED BY	do.	do.
ADDRESS	P. O. Box 296 Bridge City, Texas 77611	P O. Box 1487 Bridge City, Texas 77611
LOCATION ON WATERFRONT	Cow Bayou, south side of Old Channel, about 1,000 feet above East Round Bunch Road Bridge.	Right bank of Sabine River, about 0.76 mile below foot of Georgia Street.
TYPE OF CONSTRUCTION	Steel.	Steel.
OIMENSIONS (FEET): Length overall..... Length on blocks..... Width overall..... Maximum clear width for vessel. Maximum depth over blocks, dock submerged.....	 80 80 40 32 6, MHW.	 120 (See Remarks.) 120 60 52 10.5, MHW.
LIFTING CAPACITY (TONS)	225	1,000
MEAN RISE AND FALL OF TIDE (FEET)	1.0	1.0
CRANE SERVICE	One 20-ton, diesel, crawler crane with 50-foot boom.	None.
UTILITIES AVAILABLE	Water, compressed air, and A.C., 110/220/440 volts.	Water, compressed air, and A.C., 110/220 volts.
LARGEST VESSEL HANDLED (FEET)	80 by 32	200 with extensions.
OATE BUILT AND/OR REBUILT	1969/-	1960/-
REMARKS	-	One 60- by 20-foot, steel, work float extension at each end of drydock.

MOORED AT P.W.D. REF. NO.	21	26		
OWNED BY	Levingston Shipbuilding Co.	Levingston Shipbuilding Co.		
OPERATED BY	do.	do.		
ADDRESS	P. O. Box 968 Orange, Texas 77630	P. O. Box 968 Orange, Texas 77630		
LOCATION ON WATERFRONT	Orydock No. 4: Left bank of Sabine River Old Channel at north end of Orange Harbor Island; Orydocks Nos. 1, 2, and 3: Right bank of Sabine River Old Channel opposite Orange Harbor Island, between foot of 2d and Mill Streets.			
TYPE OF CONSTRUCTION	Steel, 2 sections.	Steel.		
OIMENSIONS (FEET): Length overall..... Length on blocks..... Width overall..... Maximum clear width for vessel. Maximum depth over blocks, dock submerged.....	No. 4 324 324 100-150 50-90 10,MHW.	No. 1 350 320 70 64 16,MHW.	No. 2 250 220 70 64 16,MHW.	No. 3 (See Remarks.) 200 200 60 55 5,MHW.
LIFTING CAPACITY (TONS)	6,800	3,500	3,500	1,400
MEAN RISE AND FALL OF TIOE (FEET)	1.0	1.0		
CRANE SERVICE	One 40-ton, crawler crane with 70-foot boom; one 15-ton, mobile crane with 70-foot boom; and two 10-ton, mobile cranes with 60- and 40-foot booms; and 6 floating cranes, one 135-, one 60-, one 40-, two 35-, and one 15-ton.			
UTILITIES AVAILABLE	Fresh and salt water, compressed air, oxygen, acetylene gas, and A.C., 110/220/440 volts.			
LARGEST VESSEL HANOLED (FEET)	330 by 90-140	330 by 50	230 by 50	200 by 55
OATE BUILT AND/OR REBUILT	-	1945/-	1956/-	-
REMARKS	Width of drydock is expandable.	Drydock No. 3 is operated in conjunction with Drydocks Nos. 1 and 2; Orydock No. 3 is floated into either drydock and sunk, vessel is floated into position and raised, then Drydock No 3 with vessel is floated out and towed to work area.		

MARINE RAILWAYS

REF. NO. OF NEAREST PIER OR WHARF	13		27
OWNED BY	Weaver Shipyards.		Levingston Shipbuilding Co.
OPERATED BY	do.		do.
ADDRESS	P. O. Box 1487 Orange, Texas 77630		P. O. Box 968 Orange, Texas 77630
LOCATION ON WATERFRONT	Right bank of Sabine River, about 0.74 mile below foot of Georgia Street.		Right bank of Sabine River around Orange Harbor Island, about 0.16 mile east of foot of 2d Street.
TYPE	Crandall.		Crandall.
DIMENSIONS (FEET):	No. 2	No. 1	
Length of cradle	158	207	230
Length on blocks	156	207	230
Clear width of cradle at top of keel blocks	34	4	40
Depth over keel blocks at MHW			
Forward	5	5	1
Aft	16	16	10
HAULING POWER (TONS)	1,000	1,000	750
MEAN RISE AND FALL OF TIDE (FEET)	1.0		1.0
CRANE SERVICE	None.		One 40-ton, crawler crane with 70-foot boom; one 15-ton, mobile crane with 70-foot boom; and two 10-ton, mobile cranes with 60- and 40-foot booms.
UTILITIES AVAILABLE	water, compressed air, and A.C., 110/220 volts.		Water, compressed air, pumps, and A.C., 110/220/440 volts.
LARGEST VESSEL HANDLED	180 by 34	200 by 34	230 by 42
DATE BUILT AND OR REBUILT	1945	1945	-
REMARKS	-		Located adjacent to bulkhead at inner end of northwest side of Ref. No. 27.

OPERATOR AND/OR NAME OF FACILITY	PAGE NO.	MAP REF. NO.
Alpha Portland Cement Co.		
Slip	111	33
Wharf	111	34
American Bridge Division, U. S. Steel Corp.		
Orange Plant		
North Wharf and Slips	110	32
South Wharf	110	30
Southeast Wharf	110	31
West Wharf	109	29
Becke Marine Service, Inc., Wharf	100	2
Conn, John S.		
Mobil Oil Corp., Fueling Wharf	106	18
du Pont de Nemours, E. I., & Co., Inc.		
Lower Wharf	101	5
Upper Wharf	101	6
Higman Towing Co., Division of Slade, Inc.		
Wharf	105	17
Keown Supply Shell Co., Wharf	101	4
Lee, Raymond E., Inc., d.b.a. Sabine River Fueling Service, Inc.		
*Orange Marine Service Wharf	102	8
Sabine River Fueling Service Wharf	102	7
Levingston Shipbuilding Co.		
Barge Wharf	106	19
Floating Wharf	108	26
Marine Railway Pier	109	27
Orange Harbor Island		
Drydock Wharf	107	21
East Wharf	107	23
Gas Freeing Plant Dock	108	24
North Outfitting Wharf	107	22
Outfitting Wharf	106	20
Pier	109	28
Wharf	108	25
Marathon Pipe Line Co.		
Phoenix Lake Wharf	105	16
Wharf	105	15
Marshall Shipbuilders Enterprise, Inc., Mooring	100	1

*Various operators.

OPERATOR AND/OR NAME OF FACILITY	PAGE NO.	MAP REF. NO.
Orange County Navigation and Port District		
Port of Orange Lower Wharf.....	103	10
Port of Orange Upper Wharf.....	103	11
Orange Marine Service, Inc.		
*Wharf.....	102	8
Phillips Petroleum Co.		
Echo Plant Barge Wharf.....	111	35
Sneeds Shipbuilding, Inc.		
Wharf.....	102	9
Tex Port Barge Co.,		
Wharf.....	100	3
Weaver Shipyards		
Floating Drydock Wharf.....	104	13
Piers.....	104	14
Wharf.....	104	12

*Various operators.

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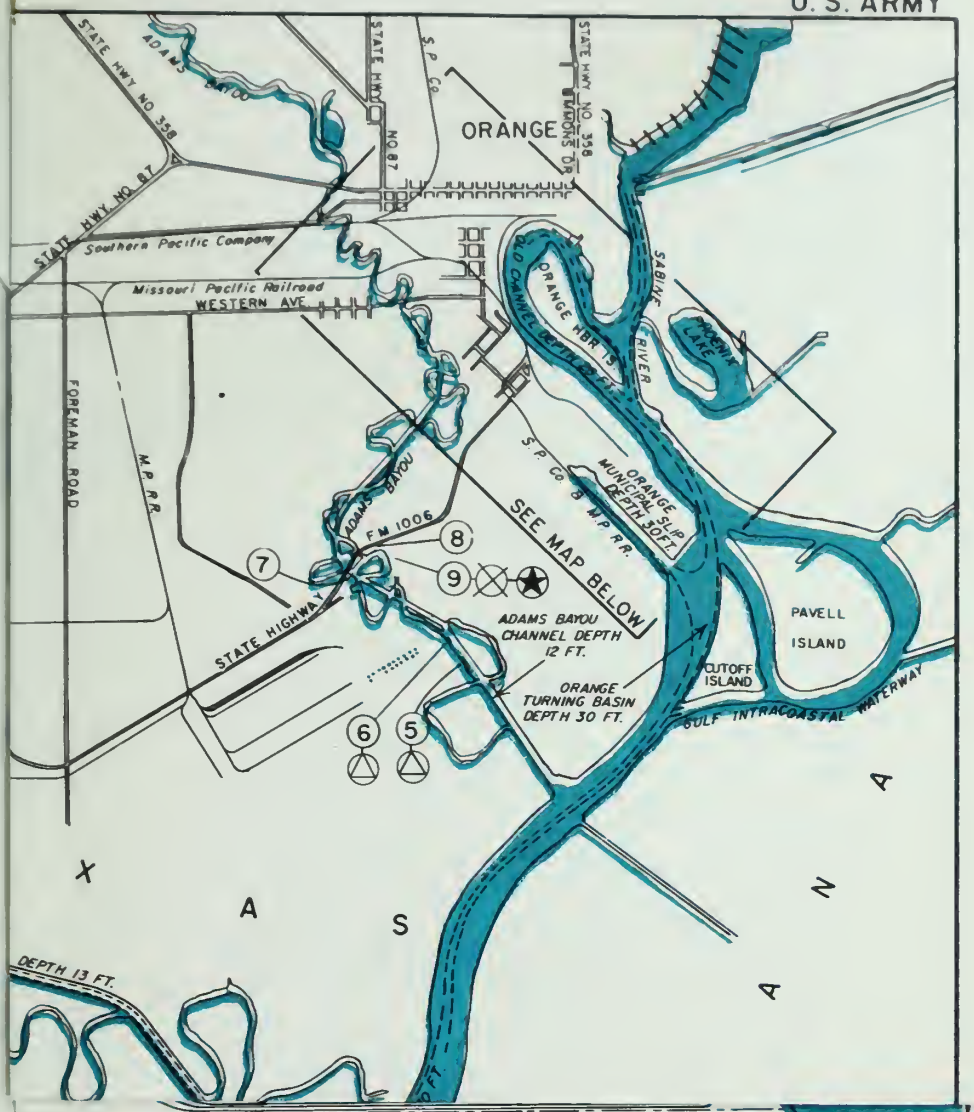

PORT FACILITIES AT ORANGE, TEXAS

BOARD OF ENGINEERS FOR RIVERS AND HARBORS
WASHINGTON, D. C.

SCALE OF FEET

500 0 500 1000 1500 2000

SUBMITTED:

William H. Alexander
CHIEF, PORT FACILITIES DIVISION

APPROVAL RECOMMENDED:

W. H. Donnelly
EXECUTIVE ASSISTANT

FIELD DATA AS OF MAY 1969

APPROVED:

A. D. Nedr
COLONEL, CORPS OF ENGINEERS, U.S.A.

DATA BY R.A.S.

DRAWN BY W.E.McC.

PORT FACILITIES AT ORANGE, TEXAS

BOARD OF ENGINEERS FOR RIVERS AND HARBORS
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500 0 500 1000 1500 2000

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W. H. Donnelly
EXECUTIVE ASSISTANT

DATA BY R.A.S.
DRAWN BY W.E.McC.

LEGEND

- GENERAL CARGO TERMINALS-DOMESTIC TRADE
- GENERAL CARGO TERMINALS-FOREIGN TRADE
- OIL & PETROLEUM PRODUCTS HANDLING
- MARINE RAILWAYS
- DRYDOCKS
- MARINE REPAIR PLANTS
- SHIPBUILDING PLANTS
- RAILWAY FREIGHT STATIONS
- RAILWAY PASSENGER STATIONS
- STEEL & STEEL PRODUCTS HANDLING
- SHELL, STONE & CEMENT HANDLING
- CHEMICALS HANDLING
- PETROCHEMICALS HANDLING

NUMERALS REFER TO DESCRIPTIONS IN TEXT.
TRANSIT SHEDS ARE SHOWN AS CROSSHATCHED BUILDINGS.
CHANNEL DEPTHS SHOWN ARE PROJECT DEPTHS, FOR DATA ON CONTROLLING DEPTHS SEE TEXT PAGE NO. 5.

VICINITY MAP

SCALE OF MILES
0 1 2 3 4

LOCATION MAP

SCALE OF MILES
0 50 100 200 300

SABINE RIVER

SABINE LAKE TO ORANGE, TEX.

SCALE OF FEET
3100 0 3100 6200 9300

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